

THE ILLUSTRATED LONDON NEWS.



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sure, and gentle remedy for Acidity, Constipation and digestive troubles. Now DINNEFORD'S MAGNESIA is available in Tablets as well as the original Pure Fluid. The tablets are suitable for all adults and children of 5 years and over.

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World famous for smart appearance and hard wear; surpass all other fabrics for durability and comfort.

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Patterns and Tailoring Details,
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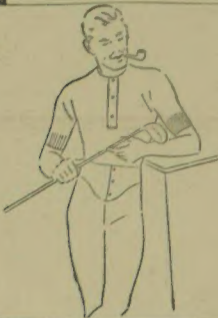
Comfortable

The active touch-your-toes brigade will accept Braemar underwear as correct undress. Slip-over vests and athletic trunk-drawers in open mesh knit with elastic-finish waistbands give ample freedom and comfort. 'Wool for health' say the doctors, and Braemar makes it easy to follow in both letter and spirit.



Very Comfortable

Men who have reached the years of discretion (or even before or after that) want comfort and more comfort in underwear. Braemar vests and pants with long or short sleeves and long or short legs will be chosen according to temperature and temperament. These garments are fully fashioned and that means 'fit like a glove.'



Most Comfortable

Men whose long-lost faith in English summers makes them dread the winter will find warmth and ease and extra comfort in Braemar combinations. Ask to see Braemar 'Optimus.' This range comes in finest wool or silk and wool and the 'Optimus' describes a quality that lives up to its name.

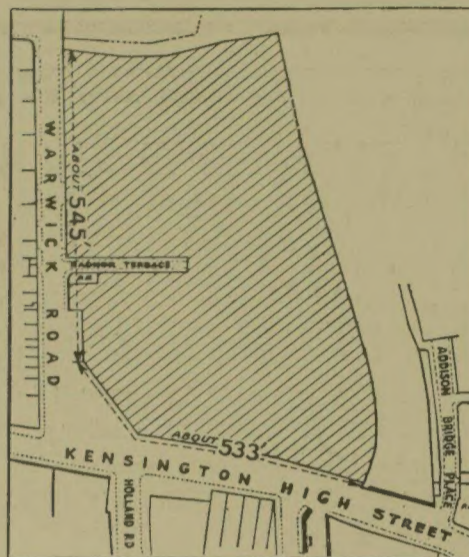


UNDERWEAR FOR MEN

Braemar Underwear for men can be bought at most good shops and stores. Write for interesting booklet to Messrs. Innes, Henderson & Co. Ltd., Hawick, Scotland; or to Axtell House, Warwick Street, London, W.1. Also makers of Braemar Sportswear.

KENSINGTON, W.

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SEVEN ACRES OF FREEHOLD BUILDING LAND
almost
IN THE HEART OF LONDON



Ripe for immediate development for a wide variety of purposes, including a vast scheme of

SHOPS, FLATS, and SHOWROOMS, &c., and possessing, with its extensive Frontages to two Main Arteries,

ENORMOUS ADVERTISING VALUE with Vacant Possession of the whole excepting a small and unimportant portion.

To be Sold by Auction ON THURSDAY, 9th DECEMBER, 1937, IN ONE LOT (unless previously disposed of privately).

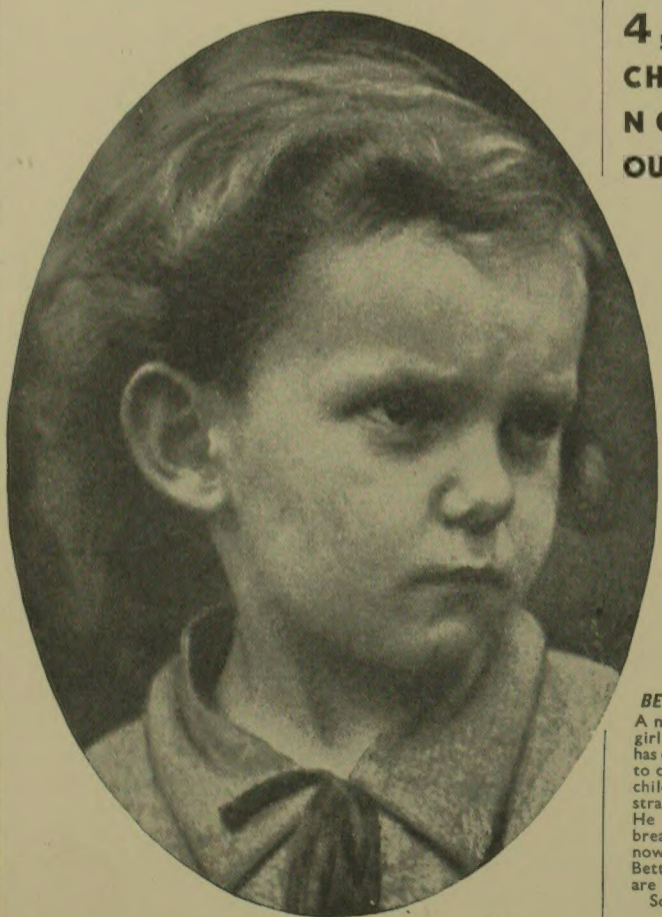
PARTICULARS, PLANS, AND CONDITIONS OF SALE OF THE AUCTIONEERS,

GODDARD & SMITH,

Head Offices: **22, King St., St. James's, S.W.1** | Estate Auction Hall: **3, St. James Square, S.W.1**

Vendors' Solicitors: **Messrs. SIMMONS & SIMMONS, 1, THREADNEEDLE STREET, E.C.2**

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4,700 CHILDREN NOW IN OUR HOMES

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A motherless little girl whose father has done his utmost to care for his two children, but the strain was too much. He had a mental breakdown and is now in an asylum. Betty and her sister are now in the Society's care.

A recent addition to our Family

5/-
WILL HELP FEED HER FOR ONE WEEK

OLD TOWN HALL

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As it was in the Beginning

You need not suffer the heats of equatorial jungles or freeze in Arctic wastes to see the world as it was before the fall of man.

The Government of Southern

amongst wild, varied and infinitely lovely scenery. Nowhere else in the world can real sport be enjoyed so conveniently and so economically as in Southern Rhodesia.

Rhodesia has set aside thousands of square miles of lovely country as game sanctuaries where Nature still is supreme.

Nowhere else, under such delightful climatic conditions, can so great a variety of wild animals and birds be found. Elephant, buffalo, giraffe, wild pig, ostrich, lions, the rare gemsbok and countless other antelope,

great and small, roam at will in danger of being shot by nothing more harmful than a camera.

Away from the game preserves there are also vast areas where shooting and fishing can be enjoyed



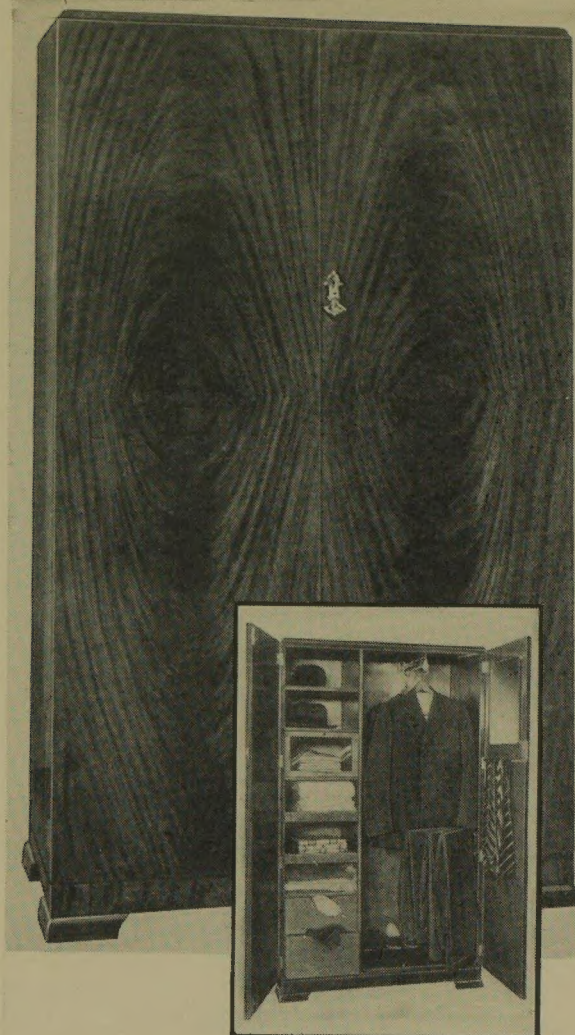
Do you realise that this country which, forty years ago took months to reach, is now within 5 days of London by air—two days from Capetown by train, after a restful fortnight at sea—or 12 hours from Beira, an East Coast port, the journey to which is via the sunny Mediterranean?

"Travel in Southern

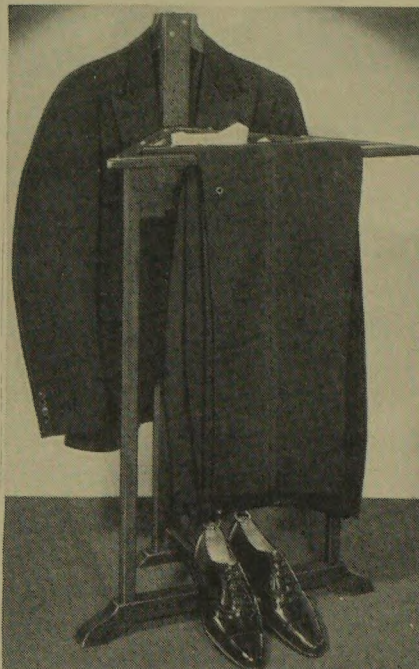
Rhodesia" is a booklet describing in detail an actual holiday tour—write now for a complimentary copy to The High Commissioner for Southern Rhodesia, Room 14, Rhodesia House, 429 Strand, London, W.C.

GIFTS FOR THE HOMELOVER

There is probably nothing more acceptable than a useful piece of furniture. Handsome appearance and long years of faithful service make a gift from Harrods Furniture Galleries welcome anywhere.

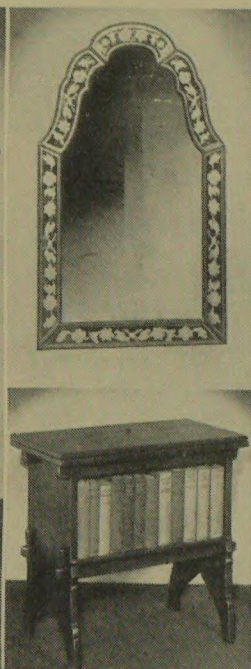


Fitted Wardrobe in figured Walnut or Curl Mahogany. Pull-out hanging fitment, with swing trouser or skirt rack below, shoe rail at base. Another compartment well divided for various items of clothing. Mirror and tie rail fitted on door. 3 ft. 6 ins. wide. £18.10.0



Compactum Dressing Valet. Outstretched arms for coat and waistcoat, trouser rail, tray for studs, keys, collars, etc. Convenient shelf for shirts and underwear—rail for shoes at base. In Oak or Mahogany.

Oak £2.7.6 Mahogany £2.17.6



'Queen Anne' Mirror with lead framed engraved mirror border. 27½ × 16 ins. £7.10.0
Reproduction Swivel Top Oak Booktable. Top open 28 × 22 ins. Top closed 14 × 22 ins. 22 ins. high £3.18.6



'Queen Anne' Wing Chair. Covered in Chintz with cabriole legs, polished Walnut colour. Over-all width 2 ft. 5 ins. Seat depth 1 ft. 8 ins. £5.15.0

1000 more Gift Suggestions in Harrods illustrated Christmas Book, Free on Request

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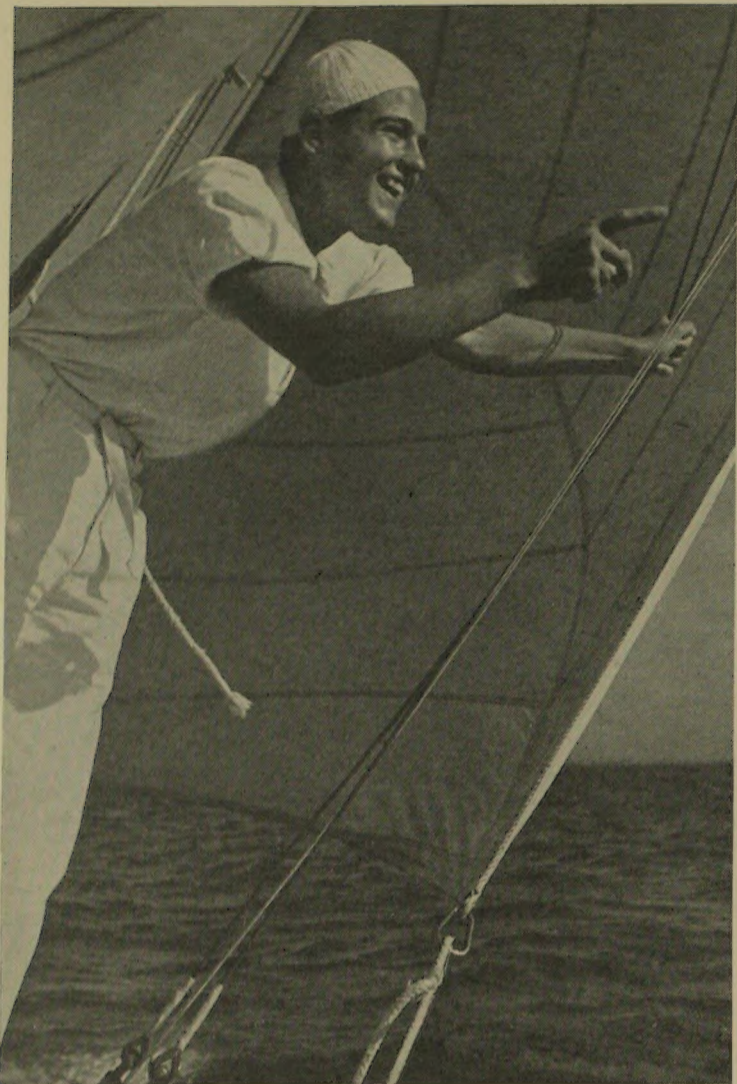
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Mellowness.
Subtle Bouquet.
Distinctive....*

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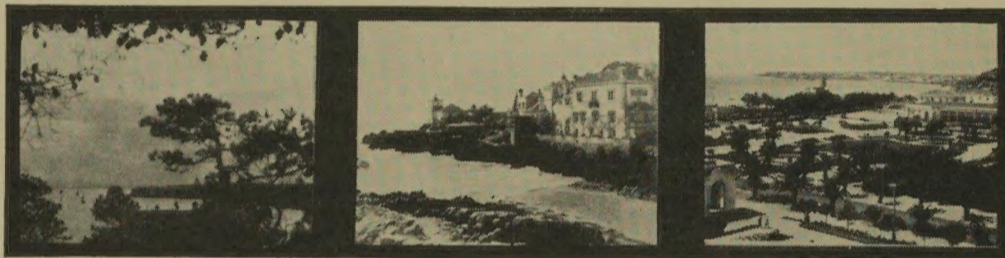
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Average hours of Sun daily during winter:
6 to 8 hours

For information: CASA DE PORTUGAL, 20 Regent Street, London; or
Propaganda Soc. ESTORIL, PORTUGAL.



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"Lose Less Linen."

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"THE QUORN"

This handsome Riding Sweater—correct in every detail—makes an irresistible appeal to all smart riding Women. Made in Sky, Yellow, Beige, White and many other shades and all guaranteed to withstand countless washings.

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Way!



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MORELLA
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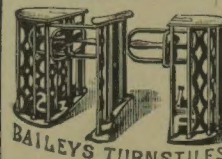
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British Colonial Rarities sent on approval at
Investment prices to serious collectors.

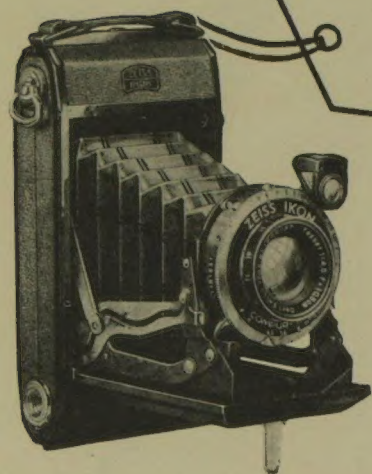
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Tracks, Racecourses,
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Clubs, Zoological Gar-
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all over the world.
"Coin-in-Slot" Turnstiles
Sir W. H. BAILEY & Co. Ltd.,
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*All-the-Year
pleasure for
someone!*



THE IDEAL GIFT

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The Capital of the Riviera



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- Gay, hospitable, modern, Nice offers a comfortable winter residence and unparalleled sports facilities; racing, golf, tennis... and snow-fields for ski-ing within easy reach.

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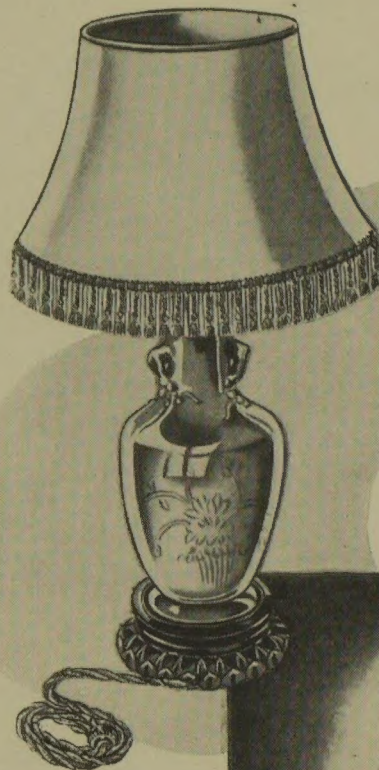
French Railway and Tourist Office,
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Gifts

by

Debenhams

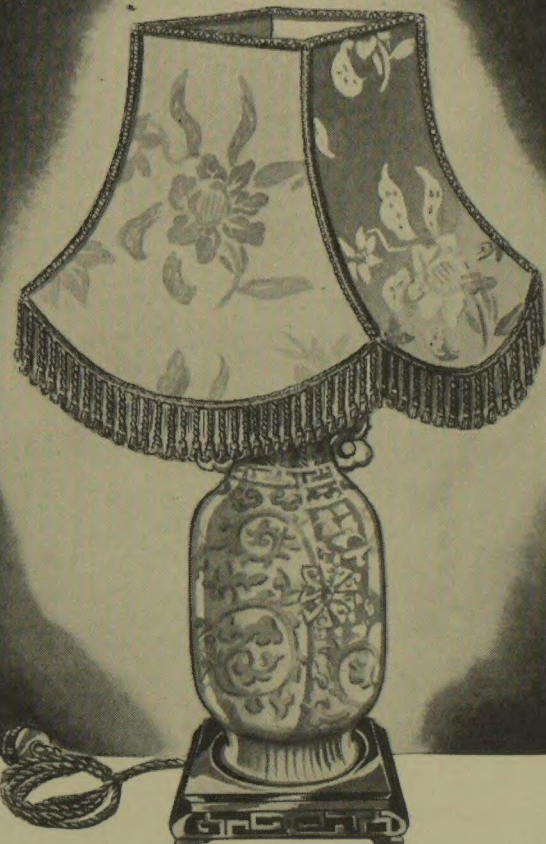
(From the Lampshade
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Fourth Floor)



Green pottery Lamp, with
silk shade trimmed velvet
bow. Height over all
18 in. Complete **52/6**

Chinese Celadon Table
Lamp, with cream crêpe
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Exclusive Chinese Cele-
don Lamp, with deep
cream damask shade
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Height over all 24 in.
Complete **8 gns.**



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*The present that
never fails to please*

SANTA CLAUS has a Christmas present that never fails to delight boys and girls of every age, a gift that is fun, a gift that gives scope for young imaginations. It's Harbutt's Plasticine, the marvellous modelling material that has brought happiness to children—and their elders—for thirty-nine merry Christmases. That Christmas stocking (or pillow-case!) has plenty of room for a big box of Harbutt's Plasticine! All prices to a guinea. Choose from jolly outfits such as these:

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DESIGNER 5/6 and 12/6

Post free 6/2 and 13/5.

COMPLETE MODELLER

4/- Post free 4/6.

Post free rates for
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MONTREUX LAKE OF GENEVA Switzerland

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The well-known sheltered winter resort

Full inclusive weekly terms from £2 10

ALL KINDS OF WINTER SPORTS IN IMMEDIATE VICINITY

£1 STERLING BUYS NOW OVER 21 SWISS FRANCS

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the travel agencies and the official information office at Montreux

JULY 2nd and 3rd, 1938 :

NARCISSUS FESTIVAL



**Here's a
365 days a year
GIFT**

Doubly welcome because it serves a double purpose **every** day. A pencil with precision movement and an ever-rigid point, plus a perpetual calendar that shows at a glance the day, the date and the week dates for a month. Here it is—the "Calendar" Pencil—made by Mordan's with 115 years' manufacturing experience. A gift for a lifetime — yet it costs only 7/6!

Other Mordan Pencils in Erinolort 2/6 and upwards. In E.P.N.S. Silver and Rolled Gold at various prices. Of Stationers & Stores. In Silver & Gold from Jewellers.

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famous since George The Third was King.

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5000 ft. Sunniest winter sports centre.
9 hrs. sunshine. Ski-school. Ski-hoists
up to 7300 ft. Skating, curling, etc.

Enquire principal Travel Agents or Swiss Railways, 11B, Regent Street, S.W.1
or apply to following hotels:

Golf & Sports	110 beds.	Terms from Frs. Swiss.	14
Alpine & Savoy	80	" " " "	13
Beau Séjour	70	" " " "	13
Rhodania	60	" " " "	14
Royal	55	" " " "	12
Carlton	50	" " " "	14
Eden	36	" " " "	11
Continental	35	" " " "	10
Bristol	30	" " " "	10
Pas de l'Ours	15	" " " "	9
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The value to-day of old sporting prints is a matter of common knowledge. He is a wise collector who takes the opportunity to acquire, before they are exhausted, copies of the limited editions of prints after LIONEL EDWARDS, The Late GILBERT HOLIDAY, IVESTER LLOYD, FRANK H. MASON, and other famous sporting artists.

Prices from ONE GUINEA.

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CONDITIONS OF SUN & SNOW

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5600 ft.

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London News

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WE COULD HAVE BEEN
FIRST
BUT PREFERRED TO BE
PERFECT...

CUT-THROAT RAZORS gave place to safety razors—safety razors gave place to electric—and now comes the **CLIPSHAVE** not the first but the *only* perfected **ELECTRIC DRY SHAVER**—the result of years of experimentation.

To Clipshave is a new experience—a cleaner, smoother shave than you've known before. Simply plug-in wherever you are, at home, in office or hotel and shave without lather, creams or any of the paraphernalia so long associated with man's constantly arising need.



Probably your father thought, as he wielded his old "Cut-throat" razor, that "Safety's" were a passing phase! It all depends whether you like to be in the van of progress or trailing along in the rear whether you change to a **CLIPSHAVE** now or later.

QUICK FACTS ABOUT THE CLIPSHAVE.

The **CLIPSHAVE** can be used on A.C. or D.C. mains, any voltage.

"V"-shaped openings allow all types of hair, long or short, fine or coarse—to be shaved skin-close without tugging or scraping.

The Clipshave will not cut or nick, and it gets over the 'tough-spots' smoothly with amazing speed.

It cleans itself and cannot clog.

OREL
Clipshave
BRITISH PATENT NO. 469972.
THE *Perfect* ELECTRIC *Dry* SHAVER

**NO BRUSH . NO WATER . NO CUTS
NO SOAP . NO RAZOR . NO TOWELS**

Price 3 guineas complete in wallet with patent uninkable, unbreakable flex and rubber plug.

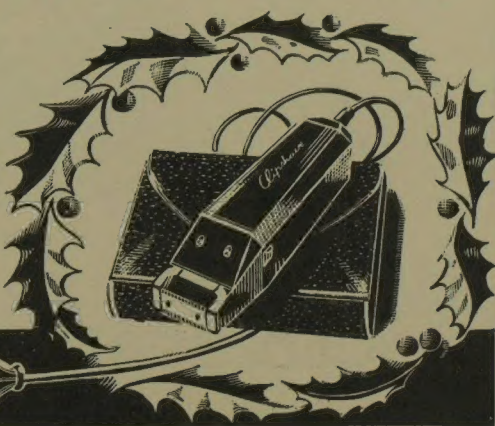
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WILL ALWAYS PRIZE**

**BY AIR to South Africa
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IMPERIAL

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Stuart

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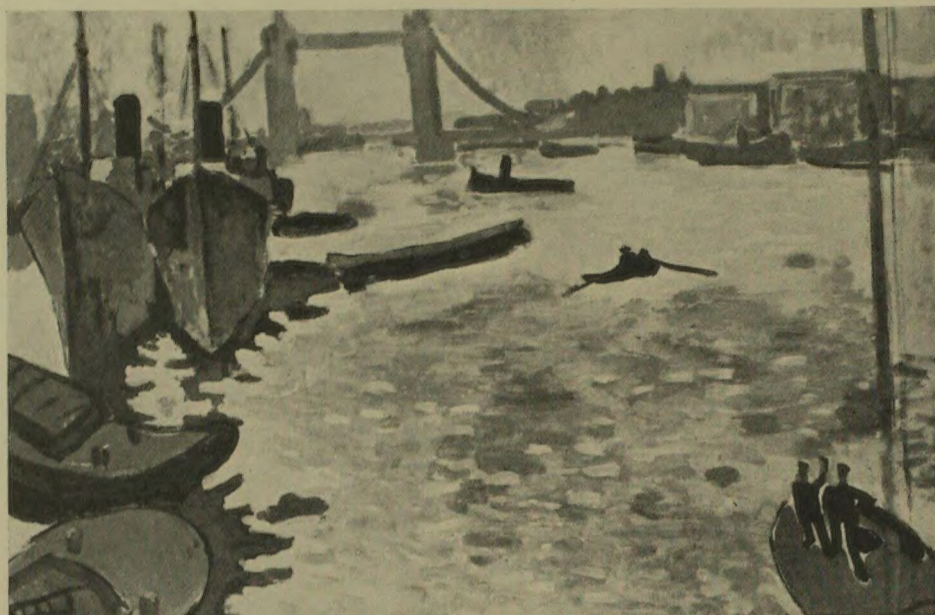
DURING DECEMBER

"THE THAMES" BY ANDRE DRAIN

Watercolours

by

CEZANNE



'TOWER BRIDGE.'

ANDRE DRAIN

Personalities
as seen by
VICKY

PAINTINGS

by

GUY MARSON

1A, KING STREET, ST. JAMES'S, S.W.1

WHITEHALL 1646



INTRODUCING THE

Streamline

SPARKLET SYPHON

PRIME MINISTER IN THE COCKTAIL CABINET

Smart, modern and worthy to grace the costliest cocktail cabinet. Though it holds as much as a standard syphon, it is light enough to be carried and worked with one hand. Made of specially processed metal, it is sturdy enough to last a strenuous lifetime and thrifty as only a refillable syphon can be. It is a gift you will be proud to give or glad to get... a present with a future!

Chromium Body with Red Head & Stripes, Style 20	42/-	Chromium Body with Black Head & Stripes, Style 21	42/-
Black Enamel Body with Red Head & Stripes, Style 41	37/6	Ivory Enamel Body with Black Head & Stripes, Style 40	37/6
Sparklet Syphon, Style "D"	10/-	Sparklet Bulbs, per dozen	3/6

These prices apply in Great Britain and Northern Ireland only

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Illustrated List from local stockists, or direct from:—

SPARKLETS LTD., DEPT. I.N.I., THAMES HOUSE, WESTMINSTER, LONDON, S.W.1.



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DECORATION
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HOWARD'S
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SATURDAY. NOVEMBER 27, 1937.



A MEETING OF HIGH IMPORT TO EUROPEAN PEACE: LORD HALIFAX (SECOND FROM LEFT) WITH HERR HITLER, BEHIND WHOM IS BARON VON NEURATH, AT THE FÜHRER'S MOUNTAIN HOME NEAR BERCHTESGADEN.

The visit of Lord Halifax, Lord President of the Council and formerly (as Lord Irwin) Viceroy of India, to Herr Hitler at Berchtesgaden, on November 19, aroused universal interest as to its effect on Anglo-German relations and the European situation generally. An announcement issued afterwards stated that Herr Hitler "had a long discussion" with Lord Halifax, in the presence of the German Foreign Minister, Baron von Neurath, "on the problems of international politics of interest to Germany and Great Britain." It was added semi-officially that, in accordance with the character of Lord Halifax's visit to Germany, the talks were exclusively

unofficial. The only other person present was Dr. Schmidt, of the German Foreign Office, the official interpreter. Herr Hitler greeted his guest in the friendliest fashion, and showed him over the villa. After luncheon, Lord Halifax and Baron von Neurath returned to Berlin via Munich, where they made a sight-seeing tour. On November 20 Lord Halifax visited General Göring at his country home, and again had a long political talk. General Göring showed him elk and buffalo on the estate, and his plans to foster bird life. Lord Halifax twice visited the International Game Exhibition in Berlin. He was back in London on the 22nd.



By ARTHUR BRYANT.

CROSSING London the other day in a taxi to catch a train to the North, I was held up by the arrival of a foreign sovereign. I consequently missed my train. But I could not find it in my heart to feel aggrieved. For one thing, the innocent cause of my missed rendezvous with the Hull express was the worthy son of that gallant King who staked himself, his country, and all he had to defend in the cause of honour and freedom in 1914: no Englishman could be so churlish as to refuse him a grateful and admiring tribute as he passed through the streets. For another, though now past the age at which State processions thrill the heart, I had certain memories of similar events which I wished to renew. In the enforced leisure of that wait, I drew them out of the secret corner of my mind where they had lingered so long and turned them over. I do not know if they are worth the recording.

When I was a child I lived a stone's throw from the route which all processions proceeding from Victoria Station to Buckingham Palace were wont to follow. This, needless to say, was not the most direct one, which would only have taken royal visitors a few minutes to traverse. For the delectation of the populace, they were taken, as they still are, a more circuitous journey. In my own infant mind the reason for this was plain enough: they had come to spy out the nakedness of the land, and it was necessary to impress them with the extent and power of his Majesty's dominions. They were therefore deceived by a long drive which could be calculated to bring them to the Palace in a humble and accommodating frame of mind and to tame their insolent foreign exuberance. From which it may be gathered that I was a very aggressive little boy and had a very poor opinion of foreigners. I had, I regarded them with intense suspicion.

Yet I welcomed their visits to London. For not only did I hate foreigners, but—a Colonel Blimp in embryo if ever there was one—I loved soldiers. This will shock modern readers, but I must plead in excuse that in those days soldiers were essentially lovable. This was particularly true for anyone with æsthetic leanings. Their clothes were wonderful as a dream. Earth might have held things more fair to show than a battalion of red-coated infantry lining a London street in the grey of the dawn or a squadron of Lancers—all blue and cherry and gleaming silver—but my youthful eyes had not beheld them. What was good enough to guard the King of England and do him and (with polite reserves) his royal guests honour was good enough for me. At that time I believe I knew the facings of every regiment in the British Army. The drab dishonour of khaki—the herald of a shameful pacifism—was still in the unguessed future. I could never have conceived it.

There were not only uniforms. There were decorations. In those days—those spacious days when

good King Edward could sometimes be seen driving through the streets in a closed brougham with white hat and kingly cigar—London did things in style. The coming of a foreign royalty was foreshadowed by the appearance of chosen and honoured streets for weeks in advance. Tall poles with golden crowns surmounting them rose at regular intervals along the route: presently, like telegraph-posts entered into a state of grace, they would be swathed in red binding very glorious to behold. These posts would subsequently be linked by chains of little triangular flags—red, white and blue; to my mind they were much prettier—I suppose because they were simpler and brighter and therefore better adapted to the traditional tastes of an Englishman—than the more elaborate and more subtly coloured effects which our

and highly polished police officers, arriving in Central London from some outlying suburb, would swing along the still-darkened street; early sightseers would hurry by, chattering excitedly; a gilded carriage, with scarlet jacketed footmen, would glide over a golden-sanded roadway, to take its part later in rites almost too sacred for common contemplation. And, most thrilling of all—this usually came a little later—the sound of distant martial music would be borne to eager, straining ears as regiment after regiment made their way through the transfigured city to take their allotted places on the processional route.

How well I can remember, as though it was yesterday, how I would creep, flannel-pyjama-clad, to the forbidden window long before I was called,

silently lift the blind and peep out at these intriguing sights in the gas-lit street below. Greatly daring, I would lean far out and peer northwards to that grander thoroughfare, a hundred yards or so away, where later the royal ones were to pass between the armed and dazzling spectacle provided for them; already a black-coated civilian crowd was humbly and expectantly waiting on either side, and mounted police and more celestially caparisoned riders were passing up and down the road. I would listen eagerly for the chimes in the familiar church beyond: chimes that would herald the coming of my own approaching hour of calling. For, my father having an official position at the Court, I was, so far as processions were concerned, though in nothing else, a privileged urchin. It was my happy lot, on such occasions, to rise early and, conducted by my nurse, to make my way through the streets, crowded with others hurrying in the same direction, towards the Palace. Just where the throng began to grow thickest and the way became seemingly impassable, we stepped aside and, by a kind

of talismanic process, found ourselves inside the side gate of the Palace. Then followed what I think was the most exciting moment of all—the passage of the Palace from one end to the other along its underground corridors, till we emerged into the daylight and the quiet serenity of my father's office. And so, as Mr. Pepys would have said, out into the forecourt and down the Mall, between the lines of the scarlet soldiers, to our allotted place.

That was so happy an experience that I could never grudge a lost train or an hour of waiting in blocked streets to recall it. I think that London used to be far richer in such experiences than it is now. The rationalists, the economists, and the egalitarians have between them been reforming away pageantry for the last century or more. Except for an occasional survival, like a Coronation or Lord Mayor's Show, they have almost succeeded. And in doing so they have robbed not the rich and the powerful, to whom such ceremonies must always have seemed something of a bore, but children and the poor.



LEAVING THEIR AEROPLANE AT CROYDON AFTER COMPLETING A FLIGHT FROM CROYDON TO THE CAPE AND BACK IN UNDER SIX DAYS: FLYING-OFFICER A. E. CLOUSTON AND HIS CO-PILOT, MRS. BETTY KIRBY-GREEN, WHO HAVE SET UP THREE NEW RECORDS.

By arriving at Croydon at 3.23 p.m. on November 20, Flying-Officer A. E. Clouston and Mrs. Betty Kirby-Green set up a new record for the flight to the Cape and back—5 days 17 hours and 28 minutes—beating Miss Amy Johnson's record by 88 hours. They reached Cape Town in 1 day 21 hours 2 minutes, beating Miss Johnson's record of 3 days 6 hours 25 minutes, and on the return journey took 2 days 9 hours 23 minutes, beating Mr. H. L. Brook's record of 4 days 20 minutes. Their aeroplane was a D.H. "Comet," which is illustrated elsewhere in this issue. Flying-Officer A. E. Clouston, who acted as pilot and navigator on this flight, came to England from New Zealand in 1930 on a short-service commission and took part in the R.A.F. Displays at Hendon in 1933 and 1934. He has competed in the King's Cup Air Race round Britain, and in the England-Johannesburg race in 1936 crashed 450 miles from the finish. He is employed as a civil test pilot at the Royal Aircraft Establishment at Farnborough. Mrs. Betty Kirby-Green, who acted as co-pilot and was the originator of the attempt on the Cape records, has been manageress of an hotel at Maidenhead. She learnt to fly at Hanworth last year. This year she obtained her "A" pilot's licence, and on the following day flew solo to Paris, her first cross-country flight alone.

public authorities now provide against the rare occasions when modern London dresses up. At intervals there would be special arches, very remarkable indeed and like an Edwardian Beauty in full gala, while every balcony along the route that had any pretensions to gentility would be draped with regal hangings. There were also innumerable glass crowns, coats of arms and loyal emblems which were internally prepared, as well and ecstatically I knew, for subsequent illumination.

All these gave intense delight to many small boys and girls, and to others older but with youthful hearts, for many days before the royal visitor appeared. Usually on the day before the actual arrival, one's nurse could be trusted to take one for a special tour of the decorated streets to view their completed glories. One would go to bed that night in a state of excitement that made sleep almost impossible. Even if slumber came for a time to tired eyes, it was soon broken by the tramp of unwonted and urgent feet passing under the window. Squads of garnished

IN SHANGHAI: BRITISH DEFENCE COMMANDERS; AND CHAPEI FIGHTING.



THE VICTORIOUS JAPANESE ADVANCE INTO CHAPEI: A PARTY GOING FORWARD AT THE DOUBLE PHOTOGRAPHED THROUGH THE BARBED WIRE OF THE AMERICAN DEFENCES ACROSS SOOCHOW CREEK.



A GROUP OF BRITISH MILITARY AUTHORITIES AT SHANGHAI PHOTOGRAPHED ON AN OBSERVATION POST NEAR JESSFIELD PARK, IN THE WESTERN SETTLEMENT: (L. TO R.) CAPTAIN T. G. RENNIE (BLACK WATCH; IN CHECKED COAT), ACTING AS BRIGADE MAJOR; MAJOR H. MCL. MORRISON, 1ST BATT. ROYAL ULSTER RIFLES; AND MAJ.-GEN. A. P. D. TELFER-SMOLLETT, COMMANDING THE BRITISH FORCES.

OUR photograph of General Telfer-Smollett and other British officers at the observation post near Jessfield Park is of unusual interest, as it was near here that General Smollett came under Japanese machine-gun fire at the end of October. He was on the bridge-head over the Soochow Creek when Japanese tanks 600 yards away opened fire on a group of refugees who were trying to get into the International Settlement. Many of the refugees were hit, but General Smollett was able to take cover behind a sandbag barricade. It was near here, too, that the men of the Royal Ulster Rifles were killed when shells fell inside the International Settlement area, in Jessfield Park. The third illustration is also of [Continued below.]



NEAR THE SPOT WHERE THE CHINESE "DARE-AND-DIE" BATTALION MADE THEIR FAMOUS STAND: BOMBS, THROWN BY JAPANESE TROOPS, BURSTING ON A CHINESE SANDBAG POST (LEFT); THE TIBET ROAD BRIDGE SEEN ON THE RIGHT.



CHINESE WATCHING THE JAPANESE INROAD: REFUGEES PEERING FROM BEHIND PILES OF TIMBER IN THE AMERICAN DEFENCE SECTOR AT THE INVADERS ON THE OTHER SIDE OF SOOCHOW CREEK.

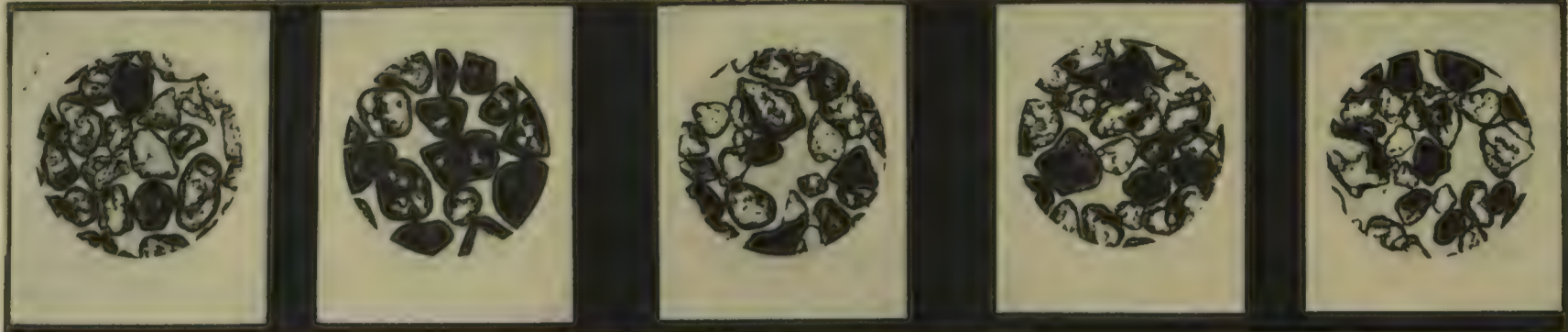


THE JAPANESE FLAG FLYING OVER THE NORTH STATION: A PHOTOGRAPH WHICH MAKES IT PLAIN THAT ONLY THE EASTERN WING WAS SERIOUSLY DAMAGED IN THE BOMBARDMENT ILLUSTRATED IN OUR LAST ISSUE.

great interest, as it was taken near the spot where the Chinese "Dare-and-Die" battalion made their famous stand after they had been cut off in the evacuation of Chapei. Our readers will recall that this feat took place under the most extraordinary circumstances, since the Japanese attempts to turn the Chinese out

of the warehouse they were occupying was watched by a numerous audience, which installed itself on the edge of the International Settlement. This photograph was taken from inside the American defence sector, and it is interesting to compare it with the panorama of Chapei on page 949 of this issue.

THE TYPHOID EPIDEMIC: METHODS EMPLOYED TO PURIFY LONDON WATER.



THE USE OF SAND FOR FILTRATION ON FILTER-BEDS: PHOTOMICROGRAPHS OF FIVE SAMPLES, SHOWING THE UNUSED AND THE MATURED CONDITION.

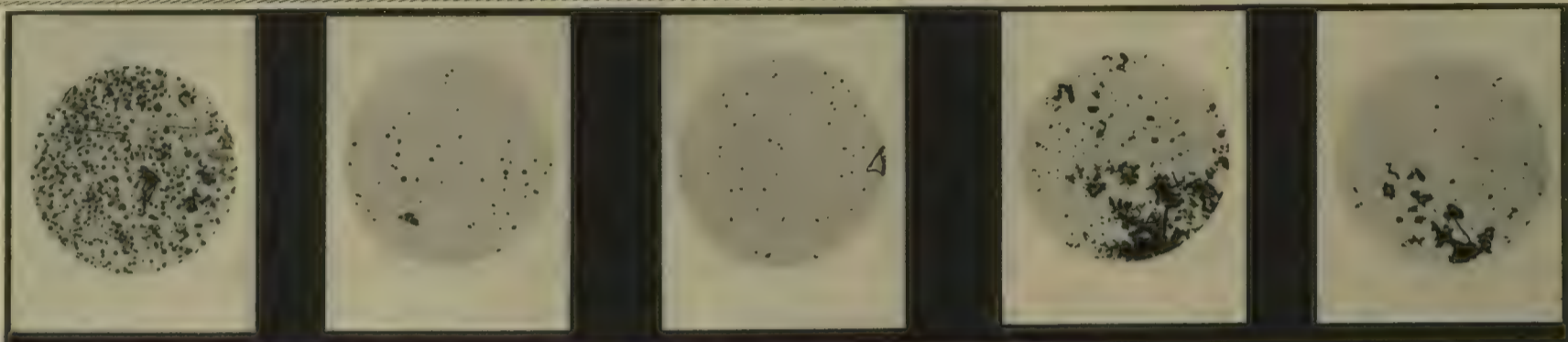
A SAMPLE OF SAND IN THE UNUSED CONDITION ILLUSTRATED BY A PHOTOMICROGRAPH.

SAND MATURED BY LONG USE, SHOWING THE "FURRED" CONDITION: A PHOTOMICROGRAPH.

"FURRY" SAND FROM A FILTER-BED TAKEN JUST UNDER THE LAYER REMOVED FOR CLEANING PURPOSES.

SURFACE SAND FROM FILTER-BED, WASHED BEFORE BEING PHOTOGRAPHED, BUT STILL "FURRY."

THE SAME SURFACE SAND WASHED WITH ACID TO REMOVE "FUR," WHICH, HOWEVER, LARGELY STAYS.



SHOWING THE IMPROVEMENT EFFECTED IN STORED WATERS BY RAPID FILTRATION: PHOTOMICROGRAPHS TAKEN BEFORE AND AFTER FILTRATION BY PRIMARY FILTERS.

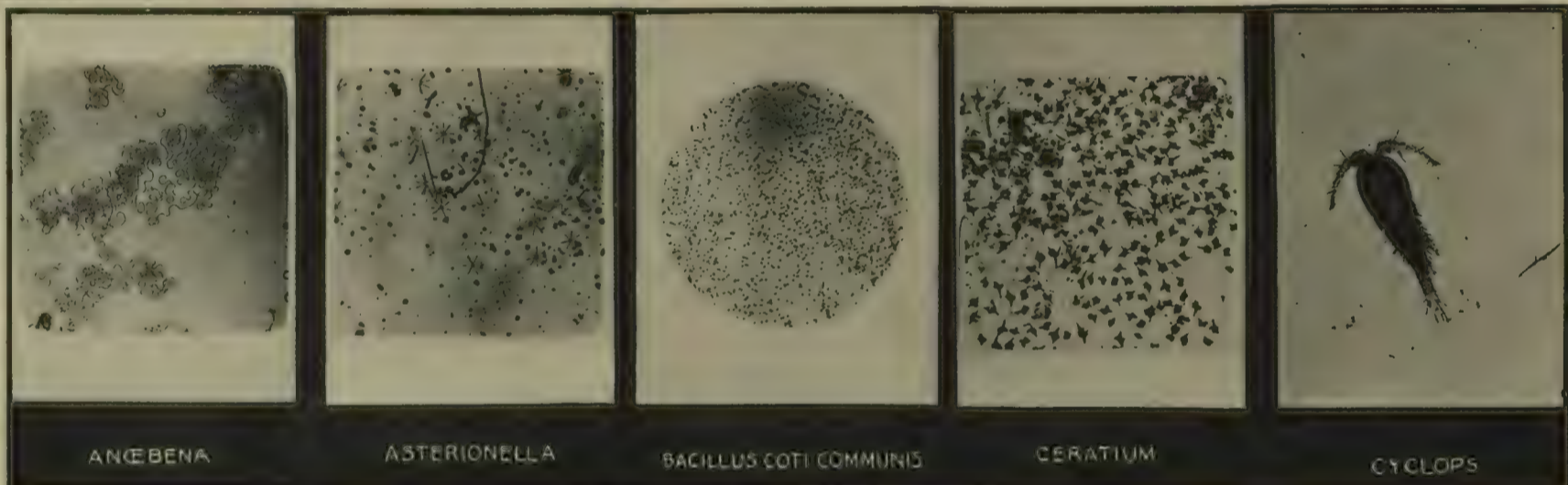
BEFORE FILTRATION: A DROP OF WATER, AS SHOWN BY PHOTOGRAPHY.

AFTER THE PROCESS OF FILTRATION BY RAPID FILTERS: A SAMPLE OF WATER MUCH IMPROVED.

AFTER FILTRATION BY RAPID FILTERS: ANOTHER SAMPLE OF WATER THUS PURIFIED.

BEFORE THE PROCESS OF FILTRATION HAD BEEN APPLIED: A DROP OF UNPURIFIED WATER.

AFTER FILTRATION: A SAMPLE OF WATER SHOWING THE IMPROVEMENT EFFECTED BY THE PROCESS.



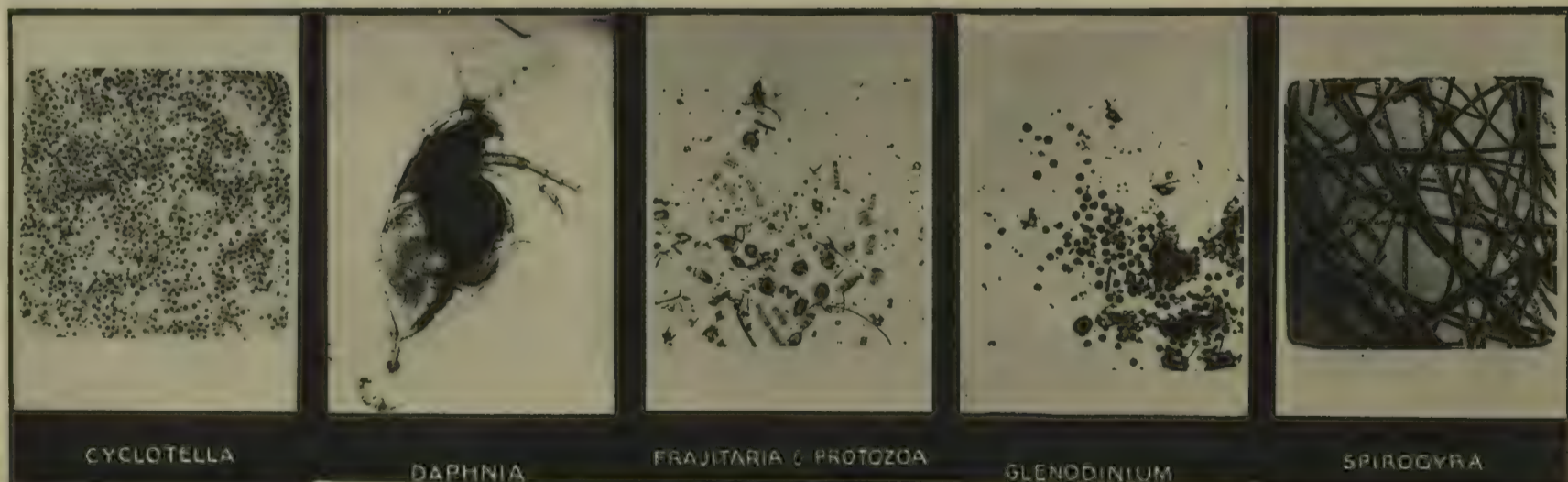
ANCEBENA

ASTERIONELLA

BACILLUS COTI COMMUNIS

CERATIUM

CYCLOPS



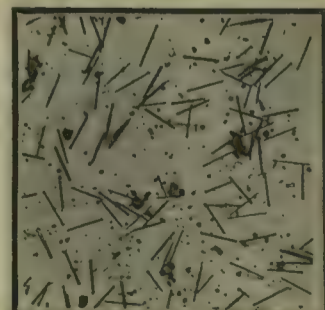
CYCLOTELLA

DAPHNIA

FRAGILARIA C. PROTOZOA

GLENODINIUM

SPIROGYRA

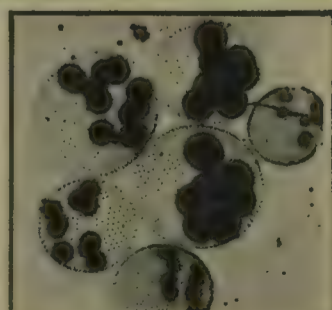


SYNEDRA

BIOLOGICAL SPECIMENS FOUND IN UNFILTERED WATER: VARIED AND REMARKABLE FORMS REVEALED BY PHOTOMICROGRAPHY.

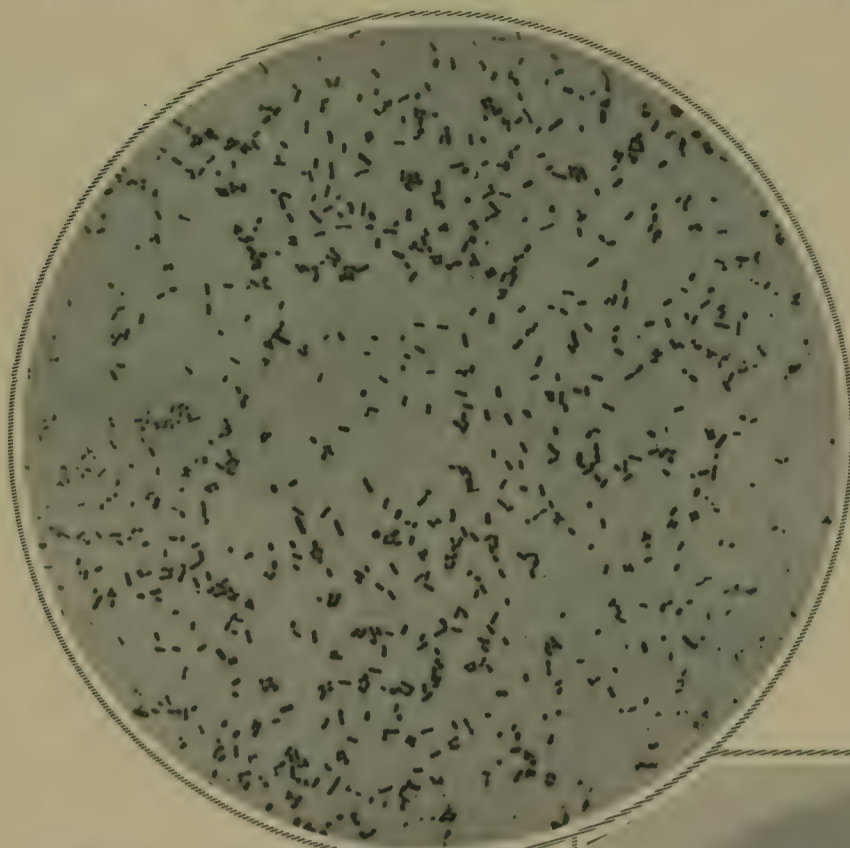
IN view of the very serious epidemic of typhoid in South Croydon and the slight and dissociated outbreak in North Kensington, it is of great interest to see details of precautions taken by such great organisations as the Metropolitan Water Board (whose methods are here illustrated) to ensure the purity of the water they supply for household purposes in the area which they serve. At the moment of writing, it has been alleged that the cause of the South Croydon epidemic was a contaminated water-supply from the Croydon Corporation well at Addington (closed on November 4), but this is one of the various matters to be decided by the official inquiry, the setting-up of which was announced by Sir Kingsley Wood, Minister of Health, in the House of Commons on November 18. It is by courtesy of the Metropolitan Water Board that we quote extracts from an official account of its own activities. In an article on Purification of London's Water Supply—the Never-Ceasing War on Microbes, Lt.-Col. C. H. H. Harold, Director of Water Examination, writes: "On every working day, trained samplers collect from all points of

[Continued on opposite page.]

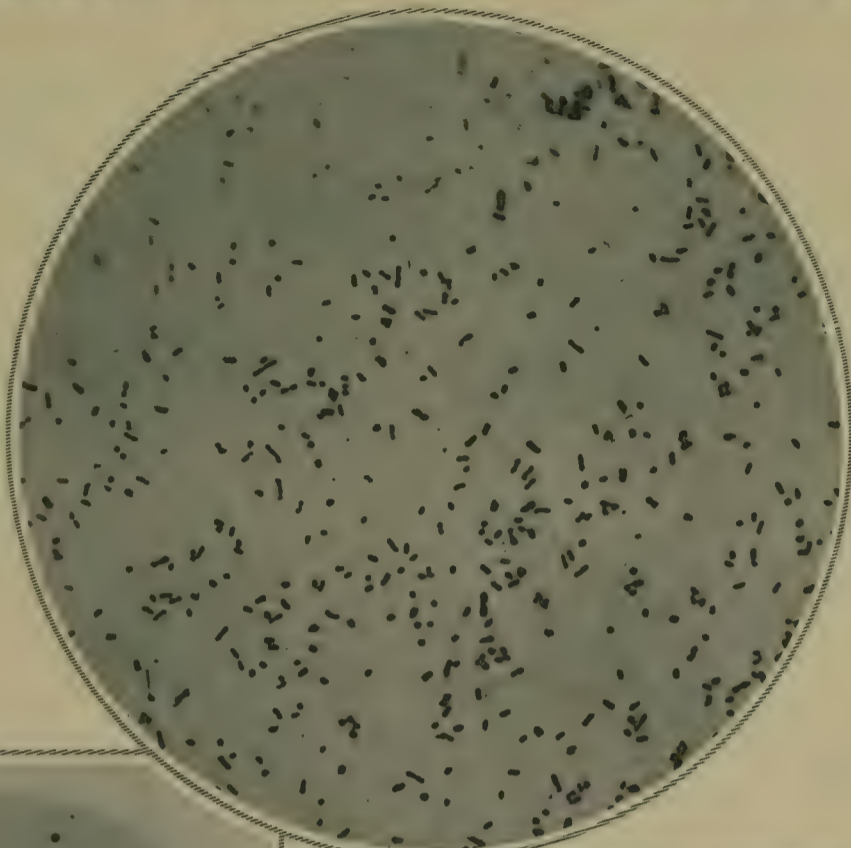


VOLVOX

TYPHOID AND OTHER BACILLI: PHOTOGRAPHIC AIDS FOR PURIFYING WATER.



1. THE CAUSE OF TYPHOID FEVER: *B. TYPHOSUS*, A MICROBE WHICH IS SAID TO HAVE BEEN ISOLATED FROM RAW THAMES WATER ON TWO OCCASIONS ONLY.

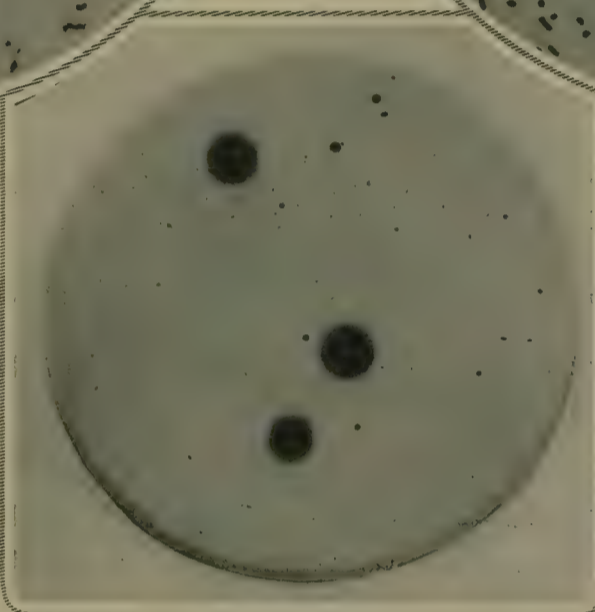


2. SHOWING ANOTHER TYPICAL SAMPLE OF WATER CONTAINING *B. TYPHOSUS*, THE CAUSE OF TYPHOID FEVER: A PHOTOMICROGRAPH SIMILAR TO THAT SHOWN IN FIG. 1.

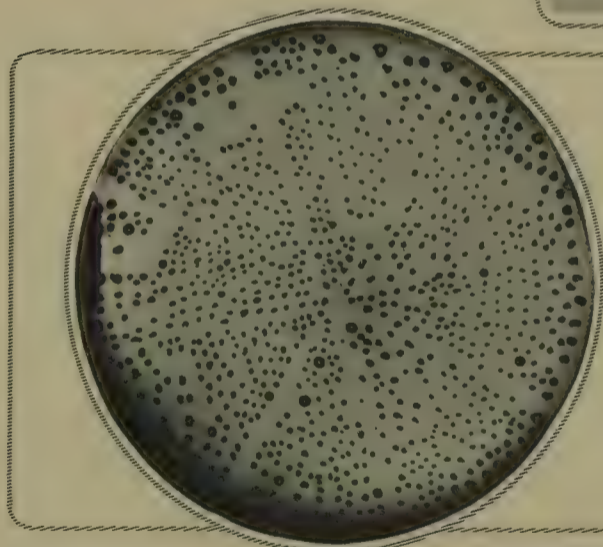
[Continued.]

the water-supply systems. These comprise specimens of raw waters from rivers and wells, filtrates from all the general wells at each of the works, and samples from all mains leaving the works. . . . Thus a running picture is developed of the condition of the water in every stage from the raw material to the finished article, and an unending stream of samples passes through incubators and chemical and bacteriological laboratories, since these are also submitted to daily chemical analyses. . . . The output of all works is tested by experts daily, and, when any suspicion arises, this investigation

[Continued below.]



3. MICROBES CLOSELY RELATED TO THE TYPHOID BACILLUS: A COLONY OF *Paratyphosus B.*, AS IT APPEARED IN A SEWAGE EFFLUENT OF A TOWN DURING AN EPIDEMIC.

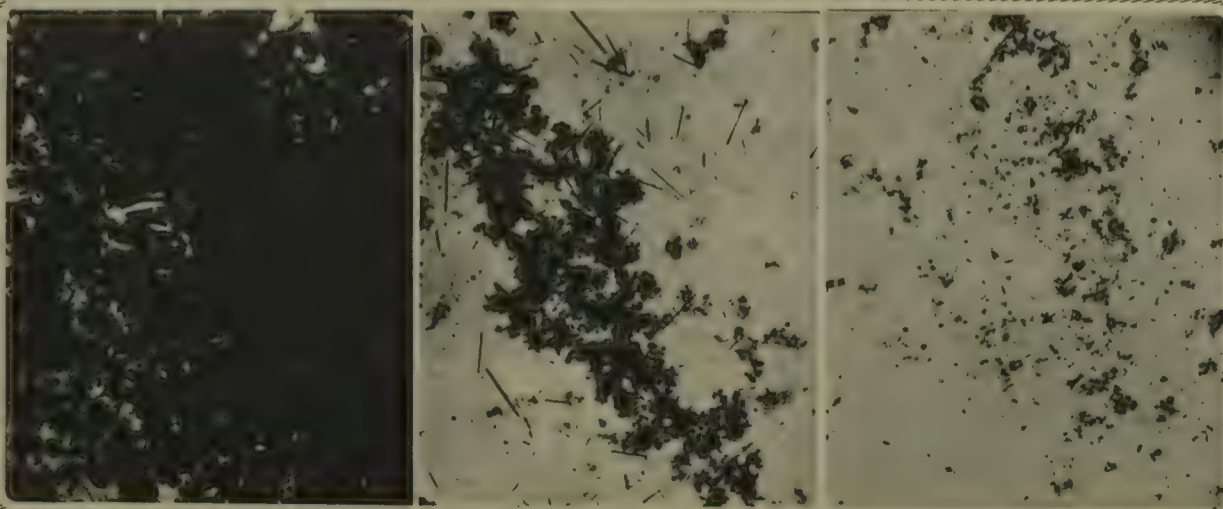


4 AND 5. COLONIES OF MICROBES (FOUND IN RAW THAMES WATER) GROWING ON AGAR PLATES, AND SHOWING A 1000 DEGREE OF PURIFICATION EFFECTED AT THE METROPOLITAN WATER BOARD WORKS: (LEFT) GROWTH FROM RAW WATER; (RIGHT) GROWTH FROM PURIFIED WATER.



is extended to individual filters. In special cases, the search for definite pathogenic organisms is undertaken, and in this herculean task these laboratories have been singularly successful. The results of all the tests are recorded in such a way that a complete picture of the condition of the 250-300 million gallons of London's water can readily be seen and compared in every stage of its evolution day by day. The microbial guests of the Board in the incubators are

[Continued above on right.]



6, 7, AND 8. SAMPLES OF CENTRIFUGED RAW THAMES WATER: PHOTOMICROGRAPHS SHOWING (LEFT) EFFECTS OF FLOOD; (CENTRE) SPRING GROWTHS; AND (RIGHT) SUMMER CONDITIONS. (N.B.—THE SUSPENDED MATTER AND GROWTHS ARE ALL REMOVED BY FILTRATION.)

provided with a generous and varied diet, the annual consumption being: meat, 1200 lb.; eggs, 3168; peptone, 180 lb.; agar, 112 lb.; bile salt, 48 lb.; lactose, 70 lb., and other sugars, etc., in diminishing quantities. During the twenty-five years of continuous supervision of the Metropolitan supply by Sir William Crookes and Sir James Dewar, 119,570 samples were examined, whilst in 1934 no less than 27,759 passed through the Department and upwards of 40,620 tubes of media have been used in a single month. . . . Since the Board has vast stores of valuable water impounded in reservoirs at risk,

[Continued below.]

the strictest supervision is essential, and this entails systematic bacteriological and chemical analyses, and plankton investigation by the biologist. Of importance to the Engineering Department are filterability tests of reservoir water, which are performed in conjunction with photomicrographic records portraying a survey of algal succession for the last twenty years. Such examinations also prompt the need for application of algicidal measures."

HOW TREASURES OF ART AND ARCHITECTURE HAVE PICTURES (INCLUDING AN EL GRECO) AT TOLEDO AND ELSEWHERE, DAMAGED BY



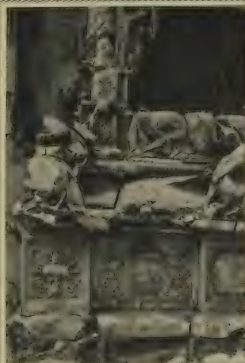
THE TOLL OF WAR ON SPAIN'S HISTORIC ARCHITECTURE: THE CONVENT CHURCH OF SAN CLEMENTE, TOLEDO, WITH THE ROOF BLOWN IN DURING A GOVERNMENT HUNGERMARCH IN MAY.



PICTURES DESTROYED WHEN A CONVENT WAS BURNED: THE SIXTEENTH-CENTURY ALTAR-PIECE OF SAN JUAN DE LA PENITENCIA, TOLEDO.



HOW HISTORIC BUILDINGS SUFFERED IN THE FIGHTING NEAR BILBAO: THE PARISH CHURCH AT DURANGO, WITH ITS SEVENTEENTH-CENTURY ALTAR.



AFTER THE BURNING OF THE CONVENT OF SAN JUAN DE LA PENITENCIA, AT TOLEDO: THE REMAINS OF THE FINE RENAISSANCE TOMB OF FRANCISCO RUIZ, BISHOP OF AVILA.



A TERRIBLE PIECE OF VANDALISM AT TOLEDO: THE DAMAGED REMAINS OF THE FAMOUS AND HISTORIC "CUSTODIA DE ARFE" IN THE TREASURY OF THE CATHEDRAL.



ANOTHER EXAMPLE OF HOW THE BASQUE COUNTRY HAS SUFFERED: THE INTERIOR OF THE CHURCH AT LAS ARENAS, NEAR BILBAO: STATED TO HAVE BEEN BURNED BY LEFT-WING ELEMENTS.



A TREASURE OF A CHARACTERISTICALLY SPANISH ART DESTROYED IN THE BURNING OF SAN JUAN DE LA PENITENCIA, TOLEDO: THE BEAUTIFUL FIFTEENTH-CENTURY MUDEJAR CEILING.

MANY of our readers are, no doubt, anxious to know the fate of works of art in Spain during the Civil War. In our issue of September 11 we illustrated precautions adopted by the Spanish Government to preserve works of art under their control. The photographs in question were taken during the visit of Sir Frederic Kenyon and Mr. F. G. Mann to Catalonia, Valencia, and Madrid. In their report, those experts said: "There was no attempt to conceal that there [Contd. opposite.]

Continued.] buildings. The damage done at Toledo appears to have been rather less severe than might have been expected, in view of the fierce fighting that went on there during the long, seventy-day siege of the Alcazar. The fabric of the cathedral is substantially uninjured, but all the stained glass was broken when the Government troops tried to mine the Alcazar. The sacristy, with its pictures, would appear to be safe; but the cathedral treasury is in a bad way. The famous "Custodia de Arfe" has been completely broken up and the jewels in it have been stolen. A

"Custodia" is an elaborate form of monstrance peculiar to Spain; and the one in question was the most famous and historic of all. It was made of the first gold to be brought from America by Columbus. It was the work of a craftsman named de Arfe, who emigrated from Germany, and was left by Isabella the Catholic to Cardinal Cisneros. It was one of the treasures mentioned as missing in a letter from Don Pedro de Zulueta, published in "The Times" a year ago. The mantle of the Virgen del Sagrario, the famous tray in repoussé silver representing the "Rape of

SUFFERED IN THE SPANISH CIVIL WAR. VANDALISM; AND FINE BUILDINGS RUINED IN THE FIGHTING.



Left: IN THE TOLEDO PROVINCIAL MUSEUM, WHICH APPEARS TO HAVE SUFFERED SEVERELY (BEING USED AS A FRENCH MORTAR PORTION): A BADLY DAMAGED PAINTING OF THE SONG OF BEVILLE

Right: ONE OF THE WORST TRAGEDIES IN THE TOLEDO PROVINCIAL MUSEUM: AN ENRIQUE VAN DER GOKS MUTILATED BY VANDALS.

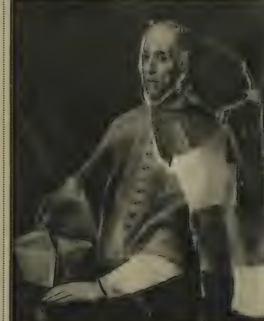


VANDALISM AT THE TOLEDO PROVINCIAL MUSEUM: A SIXTEENTH-CENTURY "FRIDA" SCRATCHED WITH THE INITIALS OF THE "F.A.L." AND "C.M.T."—ANARCHIST AND LABOUR ORGANIZATIONS.

had been much destruction . . . in the early days of the troubles; on the other hand . . . a surprising amount of work has been done to protect the historic treasures of the nation." On these pages we reproduce photographs of pictures now in the hands of the Nationalists; many of them damaged by deliberate vandalism in the early days of the war; and also photographs of some of the ruined [Contd. below, left]



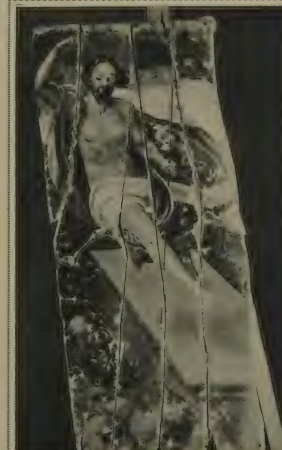
HOW SPAIN'S WEALTH OF EARLY FLEMISH PAINTINGS HAS SUFFERED: A WORK—POSSIBLY BY G. DAVID—AT MONTEFAYO (CORDOBA) ALLEGED TO HAVE BEEN DAMAGED BY LEFT-WING VANDALS.



WHERE SEVERAL GREAT EL GRECOS WERE APPARENTLY DESTROYED: THE PORTRAIT OF CARDINAL TAVERA RESCUED FROM THE FAMOUS HOSPITAL DE AFUERA, JUST OUTSIDE TOLEDO.



DESTRUCTION IN THE SOUTH: A SIXTEENTH-CENTURY "ADORATION OF THE MAGI" AT THE ERMITA DE LA SALUD AT POSADAS (CORDOBA).



FURTHER REMAINS OF THE ERMITA DE LA SALUD RETABLO AT POSADAS: REJOINED FRAGMENTS OF A PANEL HACKED TO PIECES.



A FRAGMENT OF AN "ASCENSION" FROM THE ERMITA DE LA SALUD RETABLO—STATED TO HAVE BEEN BROKEN UP FOR FIREWOOD.

the Sabines," and another magnificent custodia, were also lost, according to Don Pedro de Zulueta. The famous Casa del Greco was not, apparently, harmed in the fighting. The convent church of San Juan de la Penitencia, built in 1514, has been burnt. The Provincial Museum would seem to have suffered badly. We give here three badly damaged pictures found there. Space prevents us from showing a number of others. The condition of El Greco's great portrait of Cardinal Tavera, from the Hospital de Afuera, can be only too plainly seen from the photograph. It is stated

that all the Greco pictures in this hospital were destroyed, which means that the "Baptism of Christ" (Greco's last picture) and the "Holy Family" there are lost for ever. The Hospital also contained some important statues by El Greco. With regard to the destruction of sacred works of art in the south, it is, perhaps, worth noting that we reproduced photographs of church-wrecking in progress in this part of Spain in our issue of October 17 last year—most of the photographs having been taken in Andalusia.

AFRICA, THE HERO OF A BOOK.

"OUT OF AFRICA": By KAREN BLIXEN.*

By SIR JOHN SQUIRE.

BARONESS BLIXEN, who writes "Out of Africa," published some years ago a volume called "Seven Gothic Tales," an eerie and remarkable affair, signed "Isak Dinesen." There must be something of Jekyll and Hyde (I don't mean morally) about her, for if one were asked to say tersely what her new book was about one would have to say: "It is about the life of a coffee-planter in Kenya."

Her grip remains the same. This is how she begins her book and this is the way to begin a book: "I had a farm in Africa, at the foot of the Ngong Hills. The Equator runs across these highlands, a hundred miles to the North, and the farm lay at an altitude of over six thousand feet. In the day-time you felt that you had got high up, near the sun, but the early mornings were limpid and restful, and the nights were cold."

And then she proceeds straight on with the background: "The geographical position and the height of the land combined to create a landscape that had not its like in all the world. There was no fat on it and no luxuriance anywhere, it was Africa distilled up through six thousand feet, like the strong and refined essence of a continent. The colours were dry and burnt, like the colours in pottery. The trees had a light delicate foliage, the structure of which was different from that of the trees in Europe; it did not grow in bows or cupolas, but in horizontal layers, and the formation gave to the tall solitary trees a likeness to the palms, or a heroic and romantic air like full-rigged ships with their sails furled, and to the edge of a wood a strange appearance as if the whole wood were faintly vibrating. Upon the grass of the great plains the crooked, bare old thorn-trees were scattered, and the grass was spiced like thyme and bog-myrtle; in some places the scent was so strong that it smarted in the nostrils. All the flowers that you found on the plains, or upon the creepers and liana in the native forest, were diminutive like flowers of the downs—only just in the beginning of the long rains a number of big, massive heavy-scented lilies sprang out on the plains. The views were immensely wide. Everything that you saw made for greatness and freedom, and unequalled nobility."

That last sentence is a little cloudy: otherwise the passage is a fine example of the way in which the author sees, feels, and states.

She also meditates long before she writes. It must be some years since she gave up the coffee-planting, after the grasshoppers, in immemorial Biblical tradition, came upon the land. They came from Abyssinia and went south, making a desert where there had been plenty; people on all the farms beating tins and cans to pass them on to the next farm; but they had to settle somewhere and they were innumerable: "The grasshoppers came again; for two or three months we had continued attacks of them on the farm. We soon gave up trying to frighten them off, it was a hopeless and tragi-comedy undertaking. At times a small swarm would come along, a free-corps which had detached itself from the main force, and would just pass in a rush. But at other times the grasshoppers came in big flights, which took days to pass over the farm, twelve hours' incessant hurling advance in the air."

As a countryman philosophically said to me a week or two ago: "If it baint foot-and-mouth disease, zur, it's some other ———— thing."

Dates Baroness Blixen does not give; they would hardly fit with the timeless vagrancy of her outlook and style. But the end of her African passage seems roughly to have coincided with the death of Denys Finch-Hatton, and that was some years ago.

It is good to see the memory of him nobly recorded in print. Many must remember him. He got a golf Blue at Oxford, charmed everybody, went to Kenya, and was one of the first, if not the first, to proclaim and practise the doctrine that it was more fun, and quite dangerous enough for those who want danger, to photograph beautiful beasts than to slay them. There was a poet in him and he might have done almost anything had accident not killed him young: as the memorial to him at Eton says: "Famous in these fields and by his many friends much beloved." In this book he is well celebrated. The author says: "After I left Africa, Gustav Mohr wrote to me of a strange thing that had happened

the markets and the worries does come in as one thread running through this "rich and strange" tapestry, but the author's interests are universal and her reveries range freely over time and space.

Africa "got her" and Africa is the hero of her book. But it is not mainly a book of landscape description; the people, and especially the black men—in a state of transition, educated by missionaries with conflicting views, puzzled by the white invasion, still mythopoeic, Somali, Masai, and Kikuyu—dominate the book.

Baroness Blixen felt a profound sympathy with, and compassion for, the native. "As for me," she says, "from my first weeks in Africa I had felt a great affection for the Natives. It was a strong feeling which embraced all ages and both sexes. The discovery of the dark races was to me a magnificent enlargement of all my world. If a person with an inborn sympathy for animals had grown up in a *milieu* where there were no animals, and had come into contact with animals late in life; or if a person with an instinctive taste for woods and forest had entered a forest for the first time at the age of twenty; or if someone with an ear for music had happened to hear music for the first time when he was already grown up, their cases might have been similar to mine."

Some things in this book are things we have heard about already. I haven't been to Nairobi, but I can't help feeling that if I went there it would hold no surprises for me, clubs, hotels, Indian traders and their villas, and Uncle Tom Delamere (or Old King Cole) and all. But what is new in this book—though even the old lions, elands, and rhinos (no longer shot by "young Nairobi shop-people" who "ran out into the hills on Sundays, on their motor-cycles, and shot at anything they saw") are interesting—is the sympathy with the local population, who were there before we came and the oldest of whom cannot help feeling, when they are called "squatters" on our farms, that we are squatters on theirs. There are many passages here about these people. The book is so good that I should like to copy it all out. I can only give the beginning of one story. The author was talking to Kamante, who asked her what there was in books: "As an illustration, I told him the story from the Odyssey of the hero and Polyphemus, and of how Odysseus had called himself Noman, had put out Polyphemus' eye, and had escaped tied up under the belly of a ram.

"Kamante listened with interest, and expressed as his opinion that the ram must have been of the same race as the sheep of Mr. Long, of Elementaita, which he had seen in the cattle show in Nairobi. He came back to Polyphemus, and asked me if he had been black, like the Kikuyu. When I said no, he wanted to know if Odysseus had been of my own tribe and family.

"How did he," he asked, "say the word *Noman* in his own language? Say it."

"He said 'Outis,' I told him. 'He called himself Outis, which in his language means Noman.'"

"Never the twain shall meet"! Never is a long time; but the gulf between us and the African will be later bridged than the other.

I believe that Baroness Blixen is a Dane. By writing a book in such admirable English she has done as well in our tongue as Conrad. Like him, she finds it difficult to joke in our language; but I think I can detect a sense of humour in the background.

To Our Readers and Photographers at Home and Abroad.

"THE ILLUSTRATED LONDON NEWS" has always been famed for its treatment of the various branches of Science.

Its archæological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

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We welcome contributions and pay well for all material accepted for publication.

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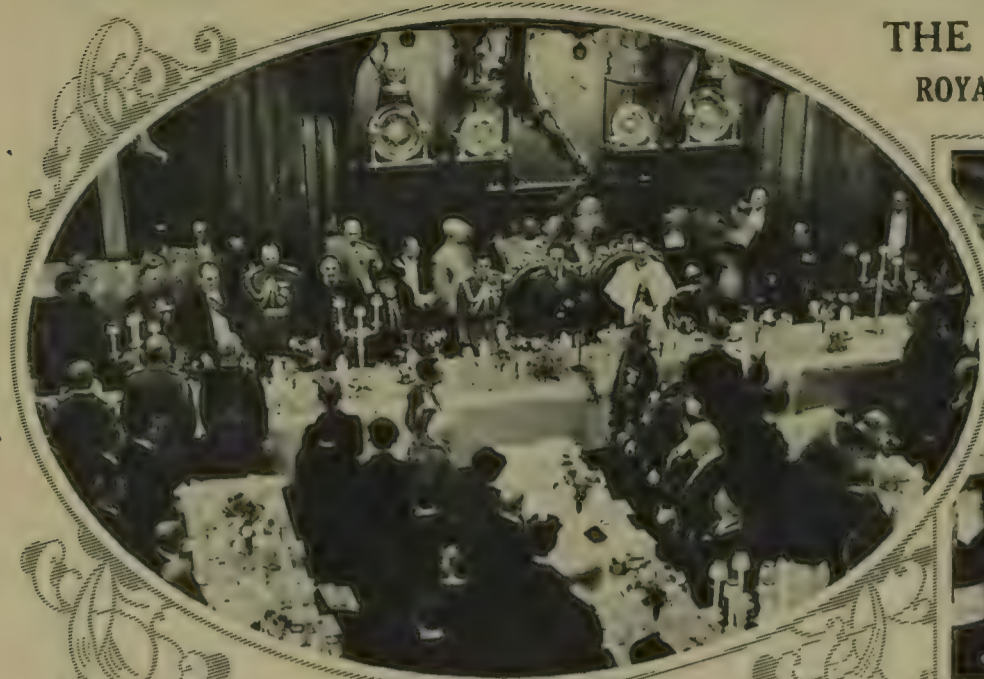
Contributions should be addressed to: The Editor, *The Illustrated London News*, 32-34, St. Bride Street, London, E.C.4.

by Denys's grave, the like of which I have never heard. 'The Masai,' he wrote, 'have reported to the District Commissioner at Ngong that many times, at sunrise and sunset, they have seen lions on Finch-Hatton's grave [his brother, Lord Winchilsea, has set up an obelisk there] in the Hills. A lion and a lioness have come there, and stood, or lain, on the grave for a long time. Some of the Indians who have passed that way in their lorries on the way to Kajado have also seen them. . . . It was fit and decorous that the lions should come to Denys's grave and make him an African monument. "And renowned be thy grave." Lord Nelson himself, I have reflected, in Trafalgar Square, has his lions made only out of stone.'"

There is a typical extract from this book. In other words, a short description of it as being about coffee-planting in Kenya would be outrageously misleading. The story of the crops and

* "Out of Africa." By Karen Blixen. (Putnam; 12s. 6d.)

THE KING OF THE BELGIANS' VISIT: ROYAL ACTIVITIES, CEREMONIAL, MILITARY, AND CIVILIAN.



THE KING OF THE BELGIANS ENTERTAINED BY THE CITY OF LONDON: HIS MAJESTY SEATED BESIDE THE LORD MAYOR AT THE GUILDHALL LUNCHEON; WITH THE DUKE OF KENT, AND MRS. NEVILLE CHAMBERLAIN, ON HIS RIGHT.



KING LEOPOLD VISITS THE FINSBURY DISPENSARY, WHICH HAS ENJOYED THE PATRONAGE OF THE KINGS OF THE BELGIANS SINCE 1831: H.M. WITH LORD NORTHAMPTON, PRESIDENT OF THE DISPENSARY.

AS noted under a double-page illustration, in our last issue, of King Leopold leaving Victoria Station, his Majesty's visit to England was regarded as of much political significance. A State banquet was given at Buckingham Palace on the evening of the 16th, at which King Leopold spoke of Britain as the "Guardian of Peace" when acknowledging King George's toast. King Leopold visited the Guildhall on November 17 to receive from the Corporation of the City of London an address in a golden casket. Afterwards he was entertained by them to luncheon. In his reply to the Lord Mayor's toast, the King described the City of London as "unrivalled in the world in its magnificence." In the evening his Majesty was the host of King George and Queen Elizabeth at dinner at the Belgian Embassy; and afterwards attended the ball given at Buckingham Palace in his honour. On the 18th he visited Colchester, to inspect the 5th Royal Inniskilling Dragoon Guards, of which he is Colonel-in-Chief. He returned to Belgium on November 19.



THE CITY PRESENTS AN ADDRESS OF WELCOME TO KING LEOPOLD: THE CEREMONY; WITH THE DUKE OF KENT, MR. AND MRS. NEVILLE CHAMBERLAIN, MR. AND MRS. ANTHONY EDEN, THE BISHOP OF LONDON, AND M. SPAAK, BELGIAN FOREIGN MINISTER, AMONG THE DISTINGUISHED GUESTS ON THE RIGHT.



KING LEOPOLD WITH THE BRITISH CAVALRY REGIMENT OF WHICH HE IS COLONEL-IN-CHIEF: INSPECTING THE 5TH ROYAL INNISKILLING DRAGOON GUARDS AT COLCHESTER—AN OCCASION ON WHICH HE SAW EXHIBITIONS OF DRILL AND RIDING, AND LUNCHEONED WITH THE OFFICERS OF THE REGIMENT.



KING LEOPOLD OF THE BELGIANS IN BRITISH UNIFORM: H.M. PHOTOGRAPHED AS COLONEL-IN-CHIEF OF THE INNISKILLINGS.



THE WORLD OF SCIENCE.



CROCODILES AND ALLIGATORS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

ON the occasion of my last visit to that "wonder-house" of living animals, the Zoo, I spent some time in the Reptile House, where science and art have combined to exhibit its inmates in a setting as nearly as possible like that of their haunts in a wild state, and under conditions as nearly as possible like those of the environment in which they were captured. The crocodiles seemed to be the very embodiment of slothful ease, for not one moved or stirred an eyelid.

Though all the known species of this fearsome tribe are not to be found here, at least three of the principal types of the species living to-day are generally to be seen. But most people, probably, who halt before their enclosure find its occupants somewhat uninteresting. Beauty, either of form or coloration, they certainly do not possess, and they rarely move or show any signs of life. Yet, as a matter of fact, they are creatures well worthy of a closer examination, for they have a lineage extending back for millions of years before man had come into being.

These early ancestors, however, differed in many ways from their modern descendants, and this is especially true of their internal structure. We can interpret some of these differences as the effects of use, determined by the nature of their exertions in the search for food. But, so far, no explanation can be found for the fact that in all the ancient types of the Lower Cretaceous and Jurassic periods the articular surfaces, or "joints," of the vertebrae were cup-shaped, both in front and behind, while in all the later species, including those of to-day, they are cup-shaped in front and ball-shaped behind, forming a ball-and-socket joint.

Of the adjustments brought about in the skeleton in this pursuit of food, the most striking concerns the breathing apparatus. In all the living members of this tribe the nostrils open at the extreme tip of the snout, and the air-passage to the lungs is formed by a welding together of the bones of the palate to form a tube, opening at the extreme hinder end of the skull, and into this tube the upper end of the windpipe is thrust. Thus it has come about that a crocodile or alligator can drag its prey under water and drown it, though in doing so its own mouth is filled with water. At an earlier stage in the evolution of this tribe, the bony tube of the palate ended near the middle of the roof of the mouth, leaving the skin of the palate to complete the water-tight compartment of this breathing apparatus. There is, however, a yet more interesting stage in the evolution of this mechanism. For in the very primitive type, Belodon, of the Triassic period, the external nostrils opened nearly as far back as the eyes, at the top of an arched ridge, which formed the crest of a laterally compressed upper jaw (Figs. 2 and 3). And these nostrils opened on to the roof of the palate immediately below. In this matter they present a close agreement with the whale tribe of to-day; hence it is assumed that Belodon had become adjusted to a life in the sea. If this was so, it would account for its wide distribution, for its remains

have been found so far apart as Germany, Scotland, and North America.

In Geosaurus, which lived at about the same period as Belodon, we have an unquestionably marine species, for its fore-limb had taken on the form of the flipper of an Ichthyosaurus, while the hind-limb still retained its crocodilian shape and was surprisingly large. It displayed yet another point of likeness with the Ichthyosaurs in that the tail turned downwards and bore "tail-flukes." Furthermore, as in the Ichthyosaurs, it had a naked skin; for in

millions of years ago—they have been divisible into two parallel series—the long and narrow-snouted gavials, found to-day in the rivers of India; and the relatively short, broad-snouted crocodiles and alligators (Fig. 1).

The geographical distribution of the tribe to-day has become greatly restricted. For time was when crocodiles haunted our streams! At this period, however, this land of ours formed part of the European Continent, and the climate was at least sub-tropical. In popular use, the names crocodile and alligator are used indiscriminately.

And there is excuse for this, since they are very much alike. But the crocodiles, of which about ten species are known, have a narrower snout, notched near the end for the reception of a pair of teeth rising from the lower jaw. The largest species may attain to a length of as much as 20 ft. Three species are found in Africa, three in tropical America and the West Indian islands, and the rest distributed between Malaya, India, and Australia.

In the alligators the snout is very broad and has a sinuous lower border, while the fourth tooth of the lower jaw fits into a socket in the upper, and in some adults this socket may be pierced by the tooth, which then appears at the surface. They are now restricted to two species, one in the Southern States of North America and the other in China. The five species known as "caimans," confined to Central and South America, are so like alligators that it requires an expert to distinguish between them.

Something must now be said of the long, narrow-snouted gavials, restricted to the Indian region, but which, in times past, lived here in England, before the sea cut us off from the mainland. In the Natural History Museum there may be seen a lower jaw from the Mid-Eocene of Bracklesham Bay, Sussex, and a vertebra from the Cambridge Greensand. Among other remains of extinct species

of gavials is the snout of a colossal species from the Pliocene Siwaliks of India, which must have attained to a length of about 50 ft. Compared with this, the only survivor of its race, the Indian gavial, with a length of 20 ft., is a mere pigmy. Among other peculiarities, the nose of the male of this animal is very much swollen, and can be inflated like a bag when the nostrils are closed. This we must regard as a "secondary sexual character."

Of the habits of these most interesting creatures I have been able to say nothing, for lack of space. But mention must be made of their reaction to drought. The marsh crocodile of Ceylon, for example, when the water-courses dry

up, buries itself in the mud and passes into a state of torpor till the rains release it. The alligators of the Amazon swamps, in such stressful times, migrate in search of food, and thousands die in the quest. In one instance, as many as 8500 were found dead, and in another, more than 4000. Herein we may find an explanation of the masses of fossil bones found here and there, where the animals had fallen by the way, as these alligators did, the victims of famine.



1. SHOWING THE HORN-COVERED BONY SCUTES, FORMING AN ARMATURE IMPENETRABLE SAVE BY A BULLET, AND THE ENORMOUSLY POWERFUL TAIL AND PARTIALLY WEBBED HIND FEET: ALLIGATORS, WHOSE NOSTRILS, AT THE TIP OF THE SNOUT, AND EYES ARE ON THE SAME LEVEL, ENABLING THE ANIMAL TO LIE SUBMERGED AND YET ON THE ALERT.—[Photograph by Courtesy of Dr. G. M. Vevers.]



2. FOR COMPARISON WITH THE SKULL OF THE LONG-SNOURED GAVIAL, WHEREIN THE NOSTRILS OPEN AT THE TIP OF THE SNOUT (RIGHT): THE SKULL OF THE EXTINCT MARINE CROCODILE BELODON (LEFT), SHOWING THE PAIRED NOSTRILS OPENING ON A RIDGE NEAR THE MIDDLE OF THE SKULL.

3. THE UNDER-SURFACE OF THE TWO TYPES OF SKULLS COMPARED; SHOWING IN BELODON (LEFT) THE NOSTRILS OPENING IN THE MIDDLE OF THE PALATE, DIRECTLY UNDER THE EXTERNAL APERTURES IN THE ROOF OF THE SKULL, AND, IN THE GAVIAL (RIGHT) THE HINDER OPENING OF THE NOSTRILS AT THE EXTREME END OF THE SKULL.

all other crocodiles, fossil and recent, the body-covering is formed by bony scutes overlain by a plate of horn, constituting an armature impenetrable save by a bullet.

There were, probably, many species of these marine crocodiles, and this view is supported by the fact that in Metriorhynchus we have the counterpart of Geosaurus, as witness its remains in our own Oxford Clay of Peterborough. The precise lines of descent of the living species have yet to be traced. But since the Jurassic epoch—

THE "ABOMINABLE SNOWMAN" UNMASKED! AN URSINE "MAN FRIDAY."

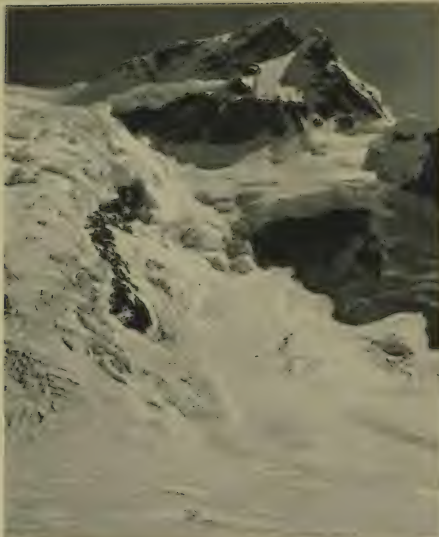
FROM THE DRAWING BY NINA SCOTT LANGLEY.



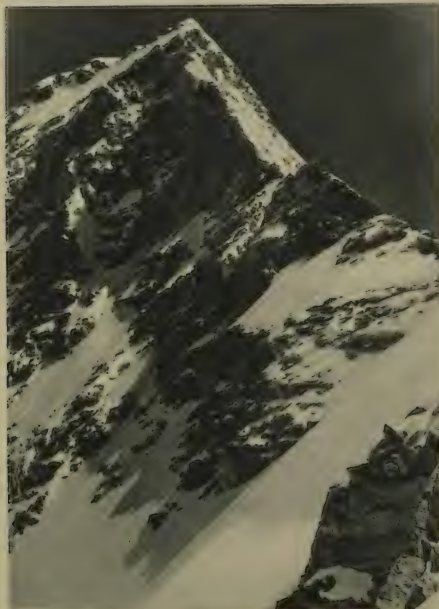
ACCEPTED AS THE REAL MAKER OF STRANGE FOOTPRINTS IN THE SNOW THAT PUZZLED CLIMBERS IN THE HIMALAYA AND SCARED TIBETAN PORTERS: THE WELL-KNOWN RED BEAR—*URSUS ARCTOS ISABELLINUS*.

In our issue of November 13 we published Mr. F. S. Smythe's photographs of footprints found by him in Himalayan snow, and believed by his Tibetan porters to be those of a human monster, or "Abominable Snowman," but identified by zoological experts (quoted by Mr. Smythe) as tracks of a bear—*Ursus Arctos pruinosus*. There has since been further interesting correspondence in "The Times." One of the zoologists mentioned—Mr. R. I. Pocock, of the British Museum (Natural History)—subsequently disclaimed the above identification, and stated: "I said the tracks were made by *Ursus Arctos isabellinus*, an inhabitant of the Western Himalaya, and known to sportsmen as the 'Red Bear.' The bear mentioned by Mr. Smythe does not occur in the Himalaya at all. It is

a Chinese and Tibetan race." Later, Mr. Leonard P. Moore explained how the confusion arose, and absolved Mr. Smythe from responsibility. Yet another correspondent, signing himself "Balu," described curious bird-like tracks, which could not have been made by a four-footed beast, discovered in the upper basin of the Biafu glacier—footprints at which he "stared Crusoe-like." Mr. Smythe humorously welcomed this new revelation as maintaining "a romantic flavour." Mr. J. L. Chaworth-Musters thought "Balu's" tracks might be those of an otter. Wolf-tracks have also been mentioned. Wing-Commander E. B. Beauman, R.A.F., recalling his own first letter four months ago, suggested that the time is ripe for an expedition to investigate "on really scientific lines."



1. THE MANA PEAK (23,860 FT.) CLIMBED BY MR. F. S. SMYTHE, UP THE STEEP SOUTH RIDGE (RIGHT), WITH ITS CONSPICUOUS SHOULDER JUST TO RIGHT OF THE SUMMIT.



3. ANOTHER ASPECT OF THE GREAT MANA PEAK (23,860 FT.): A VIEW LOOKING ALONG THE SOUTH RIDGE, UP WHICH THE ASCENT TO THE SUMMIT WAS MADE BY MR. SMYTHE, ACCOMPANIED UP TO 23,000 FT. BY CAPTAIN P. R. OLIVER.

On August 12 Mr. F. S. Smythe reached the summit of the Mana Peak (23,860 ft.) in the Central Himalayas, accompanied up to 23,000 ft. by Captain P. R. Oliver, of the South Waziristan Scouts, a member of the 1936 Everest Expedition. Captain Oliver was not sufficiently acclimatised, having been at sea-level less than a month before the Mana ascent. Mr. Smythe has described it as "the grandest, longest and most difficult Himalayan climb of our lives." He gave a detailed

PHOTOGRAPHS BY F. S. SMYTHE. (COPYRIGHT RESERVED.)

"THE GRANDEST, LONGEST HIMALAYAN CLIMB": THE MANA PEAK; AND NILGIRI PARBAT.



2. DEFENCES RENDERING THE MANA PEAK INACCESSIBLE TO DIRECT ATTACK: ICE-WALLS 300 FT. HIGH THAT DISCHARGE HUGE ICE AVALANCHES.



4. THE HIGHEST CAMP (30,000 FT.), FROM WHICH THE PEAK WAS REACHED BY A 4500-FT. CLIMB: A "TENT" PITCHED "ON THE EDGE OF A PRECIPICE FALLING SHEER TO THE BANKE GLACIER."

account of it in "The Times" of November 18. Regarding photograph No. 1 above, he writes: "The ascent was completed, not up the long and apparently easy N.-W. ridge seen running from the summit to the left, as it was found impossible to reach the crest of the ridge, but up the steep south ridge falling to the right. The conspicuous shoulder immediately to right of the summit was reached after a very difficult ice climb from the plateau."



IN THE REGION WHERE MR. SMYTHE FOUND THE MYSTERIOUS TRACKS ASCRIBED BY NATIVES TO AN "ABOMINABLE SNOWMAN": THE GRAND PEAK OF NILGIRI PARBAT, WHICH HE CLIMBED BEFORE THE ASCENT OF MANA (ILLUSTRATED OPPOSITE).

Shortly before joining Captain Oliver (on July 22) for the Mana ascent, Mr. Smythe reached the summit of Nilgiri Parbat (21,264 ft.). In his note on the above photograph he writes: "This magnificent peak—a Mt. Robson of the Central Himalayas—was climbed by myself with Wangdi Nurbu and Nurbu Ehotia (Tibetan porters) on July 18. This view, taken from the Banke Plateau, shows the ice-clad north face

up which the final ascent was made, after a very difficult snow and ice climb." It was on the way to Nilgiri Parbat that Mr. Smythe found the footprints in the snow (illustrated in our issue of November 13) attributed by the porters to an "Abominable Snowman," but pronounced those of a bear. On page 941 of the present issue we show the type of bear concerned. (COPYRIGHT PHOTOGRAPH BY F. S. SMYTHE.)

PALESTINE CLUES TO THE ORIGIN OF THE ALPHABET:

NEW DISCOVERIES AT TELL DUWEIR—THE BIBLICAL LACHISH: HIERATIC SCRIPT AND ART RELICS REVEALING EARLY EGYPTIAN INFLUENCE, WITH OTHER EVIDENCE BEARING ON OLD TESTAMENT HISTORY.

By J. L. STARKEY, Director of the Wellcome Marston Archaeological Research Expedition to the Near East. With Photographs by Ralph Richmond Brown. (See illustrations on the next two pages.)

It was with some uncertainty that the Wellcome Marston Archaeological Research Expedition to the Near East set forth for the fifth season's excavations at Lachish (Fig. 2), for there were no means of gauging the political feeling of our district, which had not figured to any extent in news reports. It was therefore all the more gratifying to find conditions perfectly normal by Nov. 1; all our old workers were assembling and were moving up with their tents and families from south of Gaza, thirty miles away.

The winter rains were the heaviest in our region for eleven years; though they were profitable enough to the agriculturist, they robbed the excavators of many working days. This necessitated a start in well-drained ground, and an area below the north-east corner of the Tell, where the line of the Hyksos moat had yet to be traced, received early attention. Many tombs were found; most of them had been robbed anciently and some had been cut into by quarrying. The largest

These bowls were found among a mass of potsherds, the remains of numbers of large decorated Ægean vases, many discoloured and fused by fire; they well accord with such a date and show that the city was closely connected by trade with the centres of Mediterranean culture, through the ports of Gaza and Askelon. Although these fragments were found in filling used in the foundations of a late Judæan building, they indicate the abrupt ending of the Late Bronze Age city, which lies below the Solomonic structures. Each season we have increasing evidence, at various points, that a wanton destruction characterises the final phase of this great period—the thick pall of ash covering the burnt XVIIIth-XIXth dynasty temple, the deliberate burning of the tomb contents, referred to above, and the condition of a massive brick city wall of the period, damaged by fire where it has been seen under opposite corners of the late Judæan fortifications.

entries are dated by the Egyptian calendar and the amounts are recorded in Egyptian numerals. Dr. A. H. Gardiner, on independent palæographic evidence, would date it to about the reign of Meremphah (1229-1210 B.C.).

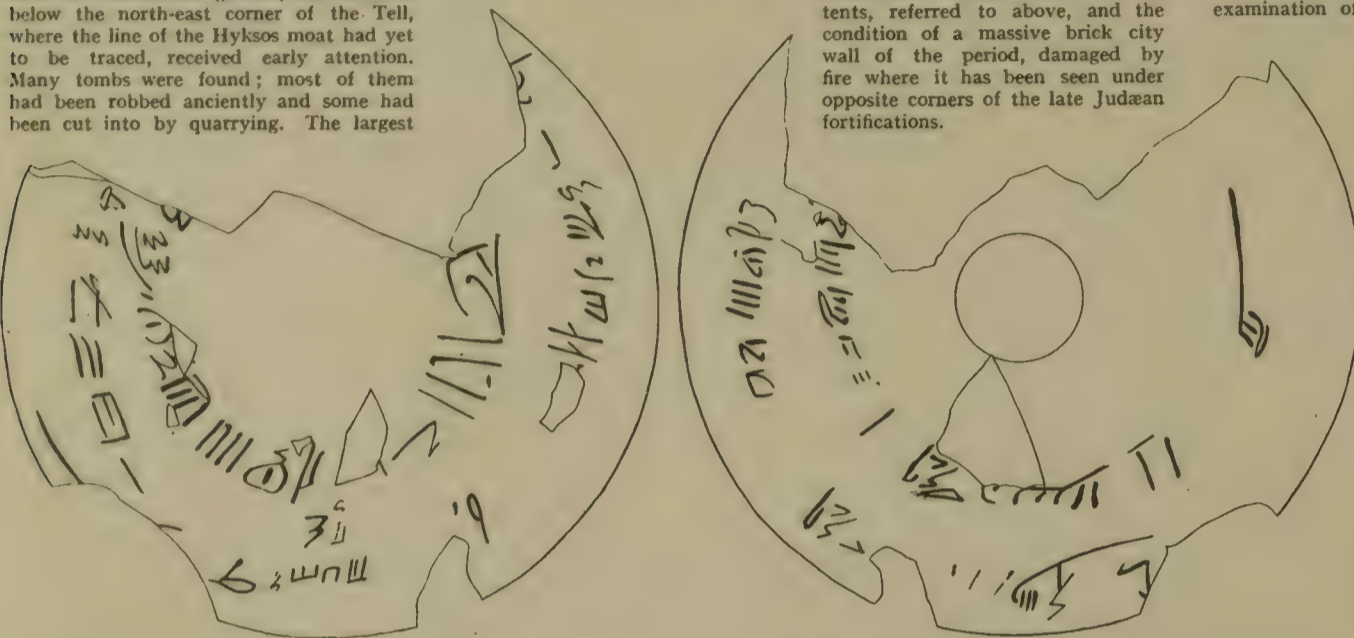
found—but the existence of a lower road-surface was unexpected. It has now been traced eastwards, where it rises sharply to the centre of the city; the surface was composed of crushed chalk and limestone chip. It is therefore evident that these two roadways, each covered by deposits of ash, belong to the two final phases of occupation, which each terminated in separate attacks by the power of Babylon, within a short period of perhaps ten years.

East of the Palace-Fort or keep, a small area has been cleared of the piled mass of burnt brickwork, the remains of the fallen east wall of that building. This debris was lying on a courtyard, draining east, with a chalk surface, of similar quality and construction to the lower road within the city gate, referred to previously. Against the stone foundation courses, which are all that remain of the rebuilt east wall of the Palace-Fort, three large storage jars stood on a low bench, shattered but complete, while other water- and oil-jars bearing the LMLK seals ("For" or "to the king") were found as they had fallen from above with the brick wall. These no doubt belong to Jehoiakim's régime, at the time of the first Babylonian destruction of the city.

The major task of the season was a more detailed examination of the great rectangular shaft (Fig. 16) in the south-east depression of the town (see *The Illustrated London News*, Oct. 3, 1936). The investigations were conducted underground by means of shafts and tunnels (Fig. 13). About eighty feet below the surface of the water-laid filling, the rock floor was reached, but when traced along the south wall of the shaft it was seen to slope westward, where cleaner water-laid silt gave place to the mass of burnt boulders, brick and charcoal encumbering the east side; they made progress difficult, as they had to be broken up in the confined space of the tunnels. This material had mostly fallen from the collapsed city wall, which bordered the edge of the shaft along the east side. The masons' tool-marks are still clearly visible in the lower levels and show that a short-handled iron pick was used. Père Vincent, of the Ecole Biblique et Archéologique Française, the greatest authority on ancient Jerusalem, recognises a similarity to the tool-marks in the Siloam tunnel under David's city. The undercutting of the rock floor, where we have been able to examine it, suggests that this great engineering work was never finished, and the burnt debris on the floor may even intimate that the project was abandoned just before the first Babylonian attack.

Although we can only surmise that the enormous amount of rock quarried out would have been used on Government work, the lower roadway, as well as the courtyard adjoining the Palace, was surfaced with small chip rubbish of

a quality which makes it almost certain that it came from the great shaft. Here, then, there may be significant evidence for the date of this project, which should probably be placed in the second half of Josiah's reign. The fact that this king did not hesitate to challenge Pharaoh Necho's advance northwards to Carchemish shows his confidence in the strength of the western frontier forts of Judah, and it is therefore consistent to presume that the defence system of Lachish had been renewed after the Assyrian occupation which followed



1. POINTING TO EARLY CONTACT BETWEEN PALESTINE AND EGYPT: THE FIRST EXAMPLE OF EGYPTIAN HIERATIC SCRIPT FOUND AT LACHISH—HAND-WRITTEN COPIES OF INSCRIPTIONS (ON THE BOWL SEEN IN FIG. 7, OPPOSITE PAGE) APPARENTLY RECORDING TRIBUTE PAID IN WHEAT TO THE CITY AUTHORITIES.

The left-hand drawing represents the inside of the bowl, with remains of three lines of writing, arranged spirally from right to left, starting from the centre. On the underside (right) are two lines of inscription partly preserved. The inscriptions are tentatively translated, by Drs. A. H. Gardiner and J. Cerny, as follows: (Inside) "Year 4, 4th month of Inundation, day 26... chief (?) of (the land)... tisha I. (...) wheat (measures) 1000+X hundred from the harvest of..."; (Outside) "In the year 4, 2nd month of Inundation, day... wheat (measures) 420... 1000... year 4, 4th month of Inundation, day 1, wheat (measures) 300+X+3... 900." In a note, Mr. J. L. Starkey writes: "The significance of this first find of Egyptian hieratic at Lachish lies in the support that it gives to the theories of close contact with Egypt from early times, based on Egyptian thought permeating the Old Testament narrative."

consisted of three rock-cut chambers, which contained interments varying from late Hyksos to early Ramesside times, 1600-1250 B.C. The whole contents had been turned over and smashed by plunderers, who were also responsible for the subsequent burning of the residue. However, scrupulous search (Fig. 3) and a final washing through fine meshed sieves was rewarded by the recovery of many beads (Fig. 8) and an exceptionally large collection of 192 scarabs and seals, in steatite, black and green jasper, amethyst, quartz and rock crystal; many bear the names of the great Pharaohs of the XVIIIth dynasty, besides two of Pepa or Shesha (Apophis), the Hyksos ruler (Figs. 4, 5, 9, and 14).

Scarabs of the Pharaohs Ay and Horemheb (Fig. 10) came from adjoining tombs. The pottery from these three groups gives an unbroken series down into the reign of Rameses II., evidence which confirms the conclusions drawn from the XVIIIth-XIXth dynasty temple deposits, which showed continuity, both in architectural plan and temple vessels, from the early fifteenth century to the late thirteenth century B.C. (Figs. 11 and 12). Work in the city levels, later in the season, indicated that Lachish enjoyed marked security and prosperity down to the end of the XIXth dynasty, 1200 B.C., under Egyptian supervision, but the known activities of Rameses III. in Palestine may suggest a still later date; a scarab of this king (1195-1163 B.C.), found in the city, makes this probable.

The use of cursive hieroglyphic script (hieratic) by those in authority at Lachish is illustrated by fragments of three locally made pottery bowls. Twenty-five of these fragments build up three-quarters of a vessel (Figs. 6 and 7), bearing faint ink inscriptions, written spirally, both inside and out, recording the receipt of grain from a presumably adjoining district (Fig. 1). The

Biblical tradition attributes the early Iron Age system of defence to Rehoboam's organisation of a chain of forts along the western frontier of Judah (2 Chron. xi, 9). Excavation within the city this season has been confined to the upper levels, where the burnt buildings of the late Judæan kingdom are terraced over the earth ramp thrown up against the foundations of the Solomonic keep. The persistence of loom weights in the ashes on the floors supplements the evidence of the weaver's workshop, found last year, that the livelihood of the inhabitants of Lachish



2. THE SCENE OF THE DISCOVERIES HERE DESCRIBED, AT A CITY ONCE CAPTURED BY JOSHUA, AND EVENTUALLY DESTROYED BY THE BABYLONIANS: THE GREAT FORT OF LACHISH, THE MAIN STRONGHOLD IN THE WESTERN FRONTIER DEFENCES OF JUDAH.

This photograph shows the line of the outer ramparts, below the crest of the mound. A dump heap and chute appear above the lower slopes, which have been terraced by the excavators for cultivation by the owners of the land.

during its last years must have been intimately associated with this essential industry.

We now have clear stratification, just within the city gate, showing two burnt road-surfaces, separated by a depth of eight feet of fallen masonry from the gate-towers and sterile water-laid deposits, accumulated through the blocking of the main surface drainage passing out through the city gate. The upper road-surface had been followed in from the outer gate, where it is flush with the plastered floor of the gate-room—in which the Lachish Letters were

the siege of the city in Hezekiah's reign, when a water supply for the garrison would naturally have been a first consideration.

Once again, in clearing the surface deposits, no evidence of Roman occupation was seen, and the aspect of the Tell in the early Christian period must have appeared as desolate as it does to-day. The peasant tillers of the fertile valleys lived in scattered farmsteads on the higher ground. The last mention of Lachish in ancient literature is made by one of the Early Fathers, and is linked to the

[Continued on page 968.]

THE LACHISH RELICS: EGYPTIAN HIERATIC INSCRIPTIONS, AND A RECORD OF TUTANKHAMEN'S SUCCESSOR.



3. A BEDAWY GIRL FINDS A SCARAB IN HER SIEVE, ONE OF MANY RECOVERED BY THESE YOUTHFUL EXPERTS: A TYPICAL "MOMENT OF DISCOVERY" IN THE COURSE OF THE EXCAVATIONS AT LACHISH.



8. OVERLOOKED WHEN LACHISH WAS LOOTED: JEWELLERY FOUND WITH THE GREAT COLLECTION OF SCARABS—BEADS OF AMETHYST, CARNELIAN, ROCK - CRYSTAL, AND FAIENCE, WITH SOME FRAGMENTS OF GOLD.



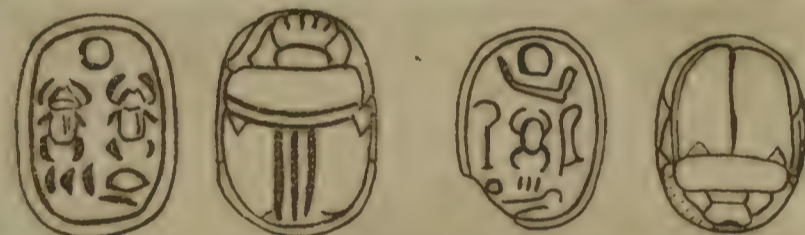
4. CYLINDER SEALS OF NORTH SYRIAN TYPE (C. 1400 B.C.), WITH IMPRESSIONS: THE ONLY EXAMPLES AMONG NUMEROUS SCARABS FOUND.



9. TOMB RELICS: A PLAQUE (CENTRE) WITH SACRED CROCODILES FLANKING THE TREE OF LIFE; A SILVER RING WITH GOLD-MOUNTED SCARAB; THE SACRED EYE AMULET (ON THE RIGHT); AND TWO SEALS.

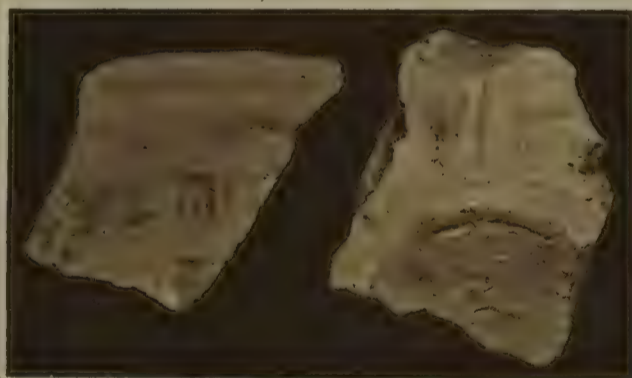


5. SCARABS BEARING ROYAL NAMES: (TOP ROW) SIX EXAMPLES OF THOTMES III., THE GREAT EMPIRE-BUILDER; (LOWER ROW) SIX OF AMENHETEP III. (PROBABLY FATHER OF TUTANKHAMEN), WITH A PLAQUE GIVING HIS TITLE, "PRINCE OF THEBES."



10. THE FIRST OBJECTS FOUND IN PALESTINE BEARING THE NAMES OF THE PHARAOHS AY (TUTANKHAMEN'S SUCCESSOR) AND HOREMHEB (AY'S SUCCESSOR): TWO SCARABS—BOTH SIDES; (LEFT PAIR) AY; (RIGHT PAIR) HOREMHEB.

6. SHOWING EGYPTIAN HIERATIC SIGNS IN INK: FRAGMENTS OF TWO POTTERY BOWLS FOUND WITH THE OTHER INSCRIBED POTTERY BOWL (SEEN BELOW IN FIG. 7).



7. EVIDENCE OF EGYPT'S EARLY INFLUENCE IN PALESTINE: A POTTERY BOWL WHICH BEARS THE FIRST EGYPTIAN HIERATIC INSCRIPTIONS FOUND AT LACHISH (SHOWN IN A HAND-WRITTEN FORM IN FIG. 1, ON THE OPPOSITE PAGE).



11. DISCOVERED IN THE TOMB THAT CONTAINED THE SCARAB OF THE PHARAOH HOREMHEB (SHOWN IN FIG. 10 ABOVE): DECORATED TOILET VESSELS, COPIED FROM AEGEAN TYPES, AND DATING FROM ABOUT 1350 B.C.



12. DATING FROM THE 14TH-15TH CENTURY B.C.: POTTERY FOUND WITH THE LARGE SERIES OF SCARABS AT LACHISH—PART OF A GROUP THAT COMPRISED IMPORTED BASE-RING WARE AND FLASKS OF VARIOUS TYPES.

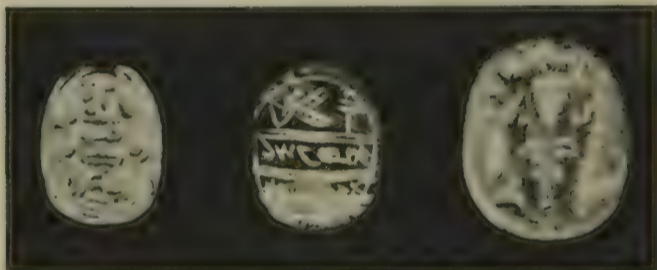
The titles to three of the above illustrations may be amplified from details supplied with the photographs. Thus a note on Fig. 7 reads: "A small open bowl of rough local pottery, built up of 25 fragments. Offering bowls of this type are found in the upper level of the 18th-19th Dynasty temple." Of the two seals shown in Fig. 9, "one (left) is in the form of a duck, the other (top) is circular,

and the back is ornamented with 8 miniature beetles." The note on Fig. 10 reads in full as follows: "The first objects found in Palestine bearing the names of the Pharaohs Ay and Horemheb. (1) Kheper-kheperu-Ari-Ra, the high priest who officiated at Tutankhamen's funeral and succeeded him as Pharaoh." (2) "Zeser-kheperu-Ra-setep-en-Ra, who succeeded Ay and finally suppressed the Aten cult."

MORE LACHISH RELICS: THE EARLIEST DATABLE ALPHABETIC SIGN FOUND IN PALESTINE; LIGHT ON GREYHOUND ANCESTRY.



13. AN ARCHÆOLOGICAL "JACOB'S LADDER": A VIEW FROM AN EXAMINATION TUNNEL AT LACHISH, LOOKING ON TO THE BASE OF THE ROCK-CUT SHAFT, WITH ONE OF THE WORKMEN DESCENDING BY MEANS OF A ROPE-LADDER.



14. (LEFT TO RIGHT) A STEATITE SCARAB OF A HYKSOS PHARAOH; A QUARTZ SEAL WITH HEBREW-PHOENICIAN INSCRIPTION OF THE 7TH-6TH CENTURY B.C.; AND A LIMESTONE SEAL WITH FIGURES OF THE MOTHER-GODDESS ASHTORETH, A SUPPLIANT, A MONKEY, AND AN EAGLE.



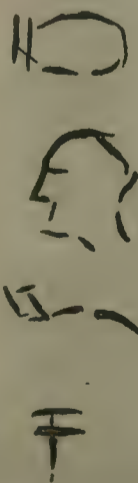
15. THE GREYHOUND'S ARABIAN ANCESTOR (THE SELUKI—A BREED PERHAPS INTRODUCED TO ENGLAND BY CRUSADERS) GIVEN HONOURABLE BURIAL IN THE EARLY BRONZE AGE: THE SKELETON OF A DOG IN ITS GRAVE AT LACHISH, DATING FROM 3000 B.C.



16 AND 17. (ABOVE) WORK AT THE HEAD OF THE GREAT SHAFT AT LACHISH; AND (LEFT) THE STRAINER OF A BRONZE SYPHON REED, SHAPED AS THE HEAD OF A GAZELLE.



18. WITH A SPIRITED SKETCH OF A COCKEREL HERALDING THE DAWN: PART OF AN IMPORTED CYPRIOT JUG WITH BLACK DECORATION ON BUFF PASTE (c. 600 B.C.).



19 AND 20. THE EARLIEST DATABLE ALPHABETIC SIGNS FOUND IN PALESTINE, AND PERHAPS CLOSELY CONNECTED WITH THE ORIGIN OF OUR OWN ALPHABET: (RIGHT) A BRONZE DAGGER FROM AN INTACT HYKSOS BURIAL, BEFORE 1600 B.C.; (LEFT) THE PICTOGRAPHS ENGRAVED ON THE DAGGER-BLADE.

Fig. 14 shows (left) "A scarab of Aa-hetep-Ra, Pharaoh of the Hyksos period; (centre) a personal seal bearing (upper register) Egyptian emblems—the winged serpent and the sign of life; (lower registers) the owner's name, Shifatyahu, son of Asyahu; (right) an unusual seal in pink limestone with (centre) the mother-goddess Ashtoreth; (right) a monkey on the Sacred Tree; (left) a man standing

on a stool, with arm upraised in supplication; (above) an eagle." The note on Fig. 15 reads: "A dog burial showing a type of 'Seluki' hound, the Arabian species from which the modern greyhound was bred." The pictographs illustrated in Figs. 19 and 20 are allied to the script found at Serabit el Khadem in Sinai. They probably record the name of the dagger's owner.

NOTABLE FIGURES OF OUR TIME:
THE ROYAL SOCIETY
OF PORTRAIT PAINTERS' EXHIBITION.



"LESLIE HOWARD, ESQ."—BY R. G. EVES, A.R.A.: A PORTRAIT OF THE NOTED STAGE AND SCREEN ACTOR, WHO WILL SHORTLY BE SEEN IN A NEW FILM.



"ADMIRAL OF THE FLEET LORD CHATFIELD, G.C.B."—BY R. G. EVES, A.R.A.: A DISTINGUISHED PORTRAYAL OF THE FIRST SEA LORD AND CHIEF OF NAVAL STAFF.



"SIR JOHN MILES, WARDEN OF MERTON COLLEGE, OXFORD"—BY H. G. RIVIERE: A PRESENTATION PORTRAIT OF ONE WHO HAS HAD A LONG CONNECTION WITH THE COLLEGE.



"CHARLES FFOULKES, ESQ., MASTER OF THE TOWER ARMOURIES"—BY MAURICE CODNER, R.P.: AN EXPERT ON ARMOUR AND MEDIEVAL SUBJECTS PAINTED WITH A "TOWER" BACKGROUND.



"ERNEST THESIGER, ESQ."—BY ALEXANDER CHRISTIE: THE WELL-KNOWN ACTOR AND FILM-STAR, WHOSE RECREATION IS PAINTING, DEPICTED IN A CHARACTERISTIC ATTITUDE.



"THE MARQUESS OF DOUGLAS AND CLYDESDALE, A.F.C., M.P."—BY J. BLAIR-LEIGHTON: A STRIKING PORTRAIT OF THE MEMBER FOR EAST RENFREWSHIRE AND PILOT OF THE HOUSTON FLIGHT OVER EVEREST.



"ALDERMAN SIR GEORGE BROADBRIDGE, BT., K.C.V.O., LORD MAYOR OF LONDON, 1936-37, IN HIS CORONATION ROBES AND HOLDING THE FAMOUS CRYSTAL MACE"—BY MAURICE CODNER, R.P.



"FIDDES WATT, ESQ., R.P. R.S.A."—BY STANLEY GRIMM, R.P.: A PORTRAIT PAINTER OF DISTINCTION DEPICTED BY THE ABLE BRUSH OF A FELLOW ARTIST.



"DANILOVA"—BY CAPT. OSWALD BIRLEY, R.P.: A POPULAR PRIMA BALLERINA PAINTED STANDING GRACEFULLY POSED IN THE "WINGS" BEFORE TAKING THE STAGE.

The forty-sixth exhibition of the Royal Society of Portrait Painters opened last week at the Royal Institute Galleries, 195, Piccadilly, W.1. As usual, celebrities in almost every walk of life have been portrayed and, of those reproduced on this page, Mr. Leslie Howard and Mr. Ernest Thesiger represent the stage and screen; Danilova, the ballet; the Marquess of Douglas and Clydesdale, who, besides being an M.P., is a squadron-leader in the City of Glasgow (B) Squadron,

A.A.F., the air; Admiral of the Fleet Lord Chatfield, who has been First Sea Lord since 1933, the sea; Alderman Sir George Broadbridge, who is the first Lord Mayor to be depicted in Coronation Robes, the City; Fiddes Watt, art; and Sir John Miles, Tutor (1899-1930), Senior Research Fellow (1930) and Warden of Merton College, Oxford, and Mr. Charles Ffoulkes, who was Curator (1913-35) and is now Master of the Tower Armouries, scholarly accomplishment.

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THE "HOODED MEN" AFFAIR IN FRANCE.



THE "CAGOUARDS" ("HOODED MEN") AFFAIR IN FRANCE: A CROWD GATHERED OUTSIDE A VILLA AT VILLEMOMBLES, NEAR PARIS, WHILE IT WAS BEING SEARCHED FOR CONCEALED ARMS BY THE FRENCH POLICE.



A DISCOVERY MADE BY THE FRENCH POLICE IN THE CELLAR OF ANOTHER VILLA: A SECRET DOOR OF FALSE BRICKWORK (HERE SEEN CLOSED) IN THE WALL BEHIND SHELVES FOR WINE-BOTTLES (ON THE RIGHT), THAT LED INTO A DUNGEON.



FOUND IN THE VILLA AT VILLEMOMBLES: A STORE OF ARMS AND AMMUNITION BOXES CONTAINING CARTRIDGES AND HAND-GRENADES BEING EXAMINED BY OFFICIALS OF THE FRENCH POLICE.

The affair of the "Cagouards," or "Hooded Men"—a name applied (originally in jest, without reference to actual hoods) to persons arrested in connection with recent discoveries of hidden arms and munitions, wireless stations, and so on, in the Paris district and elsewhere in France—has caused there a great stir and some alarm. It was stated on November 22 that the latest discovery of arms was in a house at Villemomble, and that the Government intended to hold a Council of Ministers. The Prime Minister, M. Chautemps, said in a recent speech: "Although one may smile at the picturesque name given to the affair, which incidentally has no connection with it, I say that this affair, owing to the extent of the means employed and expenses incurred and its evident connection with other affairs, may hold surprises and may be of serious gravity. It really seems as though France were like a besieged country, in which corruption, threats, espionage, and criminal attempts are perpetrated with an audacity demanding most vigorous measures . . . The Chamber . . . can rely on us to seize the criminals attacking our national safety."

THE "OLD CROCKS" CAR RUN TO BRIGHTON.

The annual commemoration run from London to Brighton by veteran motor-cars took place on Sunday, November 21. There were 116 entries, and only 12 failed to appear for the start in Hyde Park, though a thick fog prevailed. One other car was disqualified for comparative youthfulness, so that the actual starters numbered 103. They set off in chronological order and 95 completed the course. The oldest car was 40 years of age, and none was under 33. Cheering crowds lined most of the route, and thousands of people gathered in Brighton to see the cars arrive. They came in at a rattling pace, and their quaint appearance caused much amusement. The competitors were entertained at tea by the R.A.C. at the Royal Pavilion and were welcomed by the Mayor and Mayoress, who presented the chief awards. The prizes for the oldest group could not be given, as the cars had exceeded the prescribed speed-limit! In the evening the annual dinner of the Veteran Car Club was attended by several pioneer motorists. The guest of honour was Miss Jean Batten, the famous airwoman.



MR. C. G. H. DUNHAM, DRIVING HIS 1899 RENAULT, PASSING MR. E. BRADSHAW SENIOR'S EIGHT-SEATER DAIMLER SALOON OF 1898, ON THE PURLEY WAY: AN INCIDENT OF THE LONDON-BRIGHTON VETERAN CARS RUN.



WINNER OF ONE OF THE CHIEF AWARDS IN THE LONDON-BRIGHTON RUN: MR. J. W. MILLS BEING PUSHED OFF IN HIS 1899 BENZ AFTER A BREAKDOWN ON THE PURLEY WAY, NEAR CROYDON.



MR. VERNON BALLS DRIVING HIS 1901 OLDSMOBILE: ONE OF 103 STARTERS IN THE ANNUAL LONDON-BRIGHTON RUN BY VETERAN MOTOR-CARS ORGANISED BY THE R.A.C. AND THE VETERAN CAR CLUB.

WHERE THE "DOOMED BATTALION" STOOD AT BAY: CHAPEI ABLAZE.



THE BURNING OF CHAPEI, THE CHINESE QUARTER NORTH OF THE INTERNATIONAL SETTLEMENT, SHANGHAI—A SEQUEL TO THE CHINESE RETREAT WHICH THE "DOOMED BATTALION" WERE COVERING: A UNIQUE PANORAMA SHOWING THE HUGE AREA DEVASTATED BY THE FIRES; AND (IN THE RIGHT FOREGROUND) THE WAREHOUSE (X) NEXT THE TIBET ROAD BRIDGE, WHERE THE CHINESE "DOOMED BATTALION" MADE THEIR FAMOUS LAST STAND.

THE correspondent who sends us the unique panorama reproduced above gives the following description of the burning of Chapei, the once crowded Chinese quarter north of the International Settlement at Shanghai: "This is the Chapei fire at noon on October 27, viewed from the south, looking across Soochow Creek, which runs from west to east in front of the big buildings in the middle foreground. The extent of the fire was said to be nearly five miles in length and several miles in breadth, although the whole was not alight at the same time. The wind was blowing from the south, but, nevertheless, the fires crept southwards towards the Creek, so that by nightfall of the 27th the Creek buildings were one almost unbroken line of fires. The Settlement boundary, which follows the Creek, turns [Continued on right.



THE SMOKE FROM BURNING CHAPEI TOWERING ABOVE THE INTERNATIONAL SETTLEMENT AND SKYSCRAPERS: A PHOTOGRAPH TAKEN FROM A POINT THREE MILES AWAY.



CHAPEI BECOMES AN INFERNO; THE FIRES, STARTED PARTLY BY THE DEFENDERS, BUT MOSTLY BY JAPANESE TRYING TO EVICT SNIPERS, ADVANCING TOWARDS THE SOOCHOW CREEK.

sharply northwards seventy yards west (to the left) of the bridge, which is seen clearly in the right middle foreground. It then runs alongside the warehouse which will go down in history as the last hold of the Chinese Army in Chapei, held for three days by an isolated party of the 88th Division. This warehouse can be seen immediately to the left of the above-mentioned bridge and consists of four high buildings alongside each other. [It is interesting to compare this photograph with that reproduced on page 933, showing the Bridge and its neighbourhood, at close quarters, from another angle.] At the end, the 'doomed' battalion accepted the offer of a retreat into the Settlement (being interned there)—partly at the request of the Settlement authorities, who feared that hostilities at this corner would result in extensive damage and loss of life within the Settlement boundaries."

AIMING AT RECOVERING THE THRONE OF FRANCE: THE DUC DE GUISE; HIS HEIR; AND HIS BELGIAN HOME.



IN THE BELGIAN PLACE OF EXILE OF THE DUC DE GUISE, THE "PRETENDER" TO THE FRENCH THRONE, WHO SEIZED THE OPPORTUNITY OF THE "CAGOUARDS" AFFAIR TO ISSUE A MANIFESTO TO FRANCE: THE COMTE AND COMTESSE DE PARIS AT THE MANOIR D'ANJOU.



THE DUC DE GUISE: H.R.H. IN HIS LIBRARY; WITH SOME OF THE MILITARY CURIOS OF WHICH HE IS A CONNOISSEUR.



THE FRENCH "PRETENDER," WHO HAS ISSUED A MANIFESTO TO ALL FRENCHMEN, DECLARING HIS DECISION TO RECOVER THE THRONE OF HIS FATHERS: THE DUC DE GUISE AT THE MANOIR D'ANJOU.



THE FRENCH PRETENDER'S HOME IN BELGIUM: THE MANOIR D'ANJOU; WITH THE COMTE DE PARIS, WHOSE MOVEMENTS IN SWITZERLAND HAVE ATTRACTED THE ATTENTION OF THE FRENCH LEFT-WING PRESS; AND THE COMTESSE.



THE YOUNG COUPLE WHO WOULD BE DAUPHIN AND DAUPHINE IF THE FRENCH MONARCHY WERE RESTORED: THE COMTE DE PARIS, WITH THE COMTESSE, WHO IS A PRINCESS OF BRAGANZA.



SOLE HEIR OF THE "MAISON DE FRANCE," WHICH UNITES THE CLAIMS OF BOTH BOURBON AND ORLÉANS LINES: THE COMTE DE PARIS; WITH THE COMTESSE.

THE excitement over the "Cagouards" ("Hooded Men") affair in France was heightened by the issue on November 22 of a manifesto addressed "To all Frenchmen" by the Duc de Guise, "Pretender" to the French Throne. This contained the words "I have decided to recover the Throne of my fathers," and claimed that France can only be reunited into a harmonious family under a Monarchical Government. The Left Wing Press in France professed to discern a link between the arms discoveries connected with the "Cagouards" affair and the renting by the Comte de Paris, the son of the Duc de Guise, of a chateau on the Franco-Swiss frontier. We reproduce here some scenes in the Duc de Guise's home in Belgium, Le Manoir d'Anjou, near Brussels. The Duc de Guise has the reputation of being an excellent business man and farmer, having been particularly successful with his property at Larache, in Spanish Morocco. As we write, it is learned that the Comte de Paris has arranged to fly from Switzerland to Belgium.



OXFORD NEARLY NINETY YEARS AGO: AN UNDERGRADUATE'S ROOM, APPROPRIATELY DECORATED IN DARK BLUE; BY TURNER OF OXFORD (1789-1862).



ANOTHER UNDERGRADUATE'S ROOM PAINTED BY TURNER, WITH THE GILT-TASSELLED MORTAR-BOARD OF A NOBLEMAN ON A CHAIR; AND LANDSEER'S "MONARCH OF THE GLEN" (PAINTED 1851) ON THE WALL.

The two pictures we reproduce here should interest all who have any experience of life at the older Universities. They conjure up the Oxford of nearly ninety years ago; and yet they seem to show that the habits of the more well-to-do undergraduates have changed singularly little. Entering such a room to-day, one would be conscious that the atmosphere was old-fashioned, but (with the possible exception of the lace antimacassars) not that one was passing into another century. Evidently the owner (presuming that both rooms were occupied by the same man) was a man of artistic tastes, since

he plastered his walls with water-colour landscapes. He had also purchased a print of the picture which was, doubtless, then the latest thing in English painting—the "Monarch of the Glen." The painter of this, Sir Edwin Landseer, had won the approbation of no less a critic than John Ruskin with some of his works. Ruskin's daring and brilliance were much to the undergraduate taste. The flower-tub in the corner on the right of the lower picture, with its hint of Venetian Gothic in the ornamentation, may also be an evidence of Ruskin's sympathies.—[REPRODUCTIONS BY COURTESY OF MESSRS. WALKER'S GALLERIES.]



THE GRANDIOSE SEAWARD EXTENSIONS THAT WILL RAISE CAPE TOWN TO THE POSITION OF THE LARGEST MAN-MADE PORT IN AFRICA AND DOUBLE THE CITY'S AREA: AN ARTIST'S VISION OF THE COMPLETED £10,000,000 SCHEME OF HARBOUR BUILDING AND RECLAMATION, WITH ITS UNIQUE SCENIC BACKGROUND.

Close on three hundred years ago Sir Francis Drake was moved to describe the present site of Cape Town as "a most stately thing and the fairest Cape we saw in the whole circumference of the earth." To many who know the Cape Town of to-day this appraisal of the beauty of its situation and of its surroundings is no overstatement of fact. When, however, the new metropolis arises on the vast tract of land which it has now been decided to reclaim from the sea, Cape Town will rank as one of the foremost and most beautifully planned cities in the Southern Hemisphere. In their stupendous

task the designers of the new city and harbour have contrived to maintain unimpaired the fascinating landscape of South Africa's Gateway. The entire scheme will involve an expenditure of £10,000,000 and will take about ten years to complete. By reclaiming the foreshore, 236 acres will be added to the metropolitan area, which will thus be doubled in size and virtually eliminate the existing street traffic congestion. The city's main thoroughfare—Adderley Street—is to be extended seawards to twice its present length, and will be laid out as an imposing boulevard 200 feet wide, ornamented by gardens and palms.

Mail steamers will berth at new wharves, to be constructed at the foot of the Adderley Street extension, and a new City Hall will arise amidst gardens close to the landing wharves. A redesigned railway station, new goods yards, and additional wharves and industrial sites will provide improved facilities for passengers, merchandise, and the trade of the country generally. The magnitude of the scheme upon which the Government of South Africa are now embarking will have a far-reaching effect, not only on Cape Town but on the whole of the Southern Continent, and when completed the city and its harbour

will more than ever justify its claim as the Gateway to the East on the "All-Red" route. The country around Cape Town—and this is equally true of most parts of South Africa—is becoming a popular playground for Europe, and a place of retirement for those who seek a sunny and homely land, which can now be reached in 131 days from this country. The authorities at South Africa House have a wide selection of literature descriptive of the scenic, residential, and other attractions of this Dominion, and will be pleased to forward particulars on request.—[FROM THE PAINTING BY MONTAGUE B. BLACK.]

IN THE FIRST PLACE

The ESSE Cooker makes a contented cook...

And that means much. Cook is cheerful—her cooking is better than ever before, with delicate flavours retained. Cook is never fatigued—work is light in an ESSE kitchen (no smoke, fumes, soot, grime, blackleading, daily fire lighting or stoking). An ESSE ensures a clean kitchen and an economical one. Working continuously night and day, the ESSE burns marvellously little fuel. Those unexpected guests too, those sudden demands for early or late meals are instantly met. Cook has roomy ovens to work with (the roasting oven can take a 25 lb. turkey with ease), oven temperatures are constant, and the top-plate is more than adequate for any demand. The ESSE MINOR Cooker No. 33, illustrated below, is designed with a built-in Water Heater for domestic hot water supply. ESSE fuel is anthracite. Come and see the ESSE at our Conduit Street Demonstration Kitchens, or write for catalogues with cash and hire purchase terms, and name of nearest stockist to THE ESSE COOKER COMPANY,★ Bonnybridge, Scotland, or 63, Conduit Street, London, W.1.

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ESSE

DE LÁSZLÓ PORTRAITS ON EXHIBITION IN LONDON.



HIS GRACE THE DUKE OF PORTLAND, K.G.



LORD NUFFIELD, O.B.E., D.C.L.



HIS MAJESTY THE KING OF GREECE.



HER GRACE THE DUCHESS OF NORTHUMBERLAND.

THE MOST REVEREND COSMO GORDON LANG,
ARCHBISHOP OF CANTERBURY.

THE MARQUESS OF LONDONDERRY, K.G.

H.R.H. FIELD-MARSHAL THE DUKE OF CONNAUGHT
AND STRATHEARN, K.G., K.T., K.P.VISCOUNT DAWSON OF PENN, G.C.V.O., K.C.B.,
K.C.M.G., M.D., F.R.C.P.HER MAJESTY QUEEN MARIE OF RUMANIA, WIDOW OF
KING FERDINAND I. AND MOTHER OF KING CAROL II.

An exhibition of characteristic works by that great painter of the great, Philip A. de László, M.V.O., is now being held in the Wildenstein Galleries, 147, New Bond Street, and will remain open until December 22. It is in aid of the London Hospital and the Artists' General Benevolent Institution. It will not be charity alone, however, that will attract the many who will visit it, for the artist, whose lamented death, on November 22, we record on our "Personal"

page, was recognised everywhere as a master portrait-painter, one who set his subjects on canvas boldly, brilliantly, and with an enviable facility. Our readers have had special opportunities of appraising his skill, for many of his outstanding portraits have appeared in our pages from time to time, particularly in our Special Number dealing with the wedding of the Duke and Duchess of Kent and our Record Number of the Coronation of King George VI.

THE CAMERA AS RECORDER: PICTORIAL NEWS FROM HOME AND ABROAD.



DRIVING IN STATE IN CAIRO TO OPEN HIS FIRST PARLIAMENT: KING FARUK, WHO HAS TAKEN UP FORMAL RESIDENCE IN THE CAPITAL.

On November 15 King Faruk returned from Alexandria to take up formal residence in the capital. He will now live most of the time at Abdin Palace. His Majesty opened his first Parliament on November 18, when he drove in a State procession through the streets. The speech from the Throne expressed gratification at the loyal spirit in which Britain co-operated at Montreux in the abolition of Capitulations and stated that the monetary régime would remain untouched.



DAGUERRE—THE INVENTOR OF PHOTOGRAPHY: A BUST UNVEILED ON THE 150TH ANNIVERSARY OF HIS BIRTH.

The 150th anniversary of the birth of Louis Daguerre, the inventor of photography, was recently celebrated at Cormeilles-en-Parisis, on the outskirts of Paris, where he was born. Homage was paid at his home, where a plaque was unveiled, and at his statue, which has been erected in the village park. Daguerre discovered the process of photography when staying in the Rue Grande.



TESTED DURING THE MECHANISED INFANTRY DIVISION'S MANŒUVRES IN TEXAS: A CARRIER DESIGNED TO KEEP MACHINE-GUNS IN ACTION IN ATTACK OR RETREAT.

Recently an experimental infantry division of the United States Army has been carrying out manœuvres in North Texas. Consisting of 9200 officers and men, the division is provided with 1108 vehicles, among which are these machine-gun carriers, which have been designed to enable the weapon to be kept in action during an attack or while retreating. The driver steers by a crank in front; and the gears and accelerator are operated with his feet.



RETURNING A VISIT MADE BY THE BRITISH LEGION TO ROME LAST YEAR: ITALIAN EX-SERVICEMEN AT THE WAR OFFICE.

A delegation of Italian ex-Servicemen, returning a British Legion visit to Rome, arrived in London on November 22 and, on the following day, after visiting the Tomb of the Unknown Warrior, were received at the War Office by the Secretary of State for War (centre). In the evening they were entertained at dinner by the British Legion at the United Services Club. It was arranged that the delegation should be received by the King at Buckingham Palace on November 24.



PRESENTED TO THE BRITISH MUSEUM BY THE TRUSTEES OF "SEVEN PILLARS OF WISDOM": A SILVER DAGGER-HILT (SIXTH-FOURTH CENTURIES B.C.).

The Trustees of T. E. Lawrence's book "Seven Pillars of Wisdom" have presented to the British Museum a silver dagger-hilt of a curious shape which, probably, may be dated to the sixth-fourth centuries B.C. It is in wonderful preservation and the conventional animal head at the haft, where there remains the end of the iron blade, is in the style of bronzes from Luristan.



PRESENTED TO THE CROWN TO COMMEMORATE THE CORONATION: THE "CALIX MAJESTATIS" DESIGNED BY MR. FRANK DOBSON.

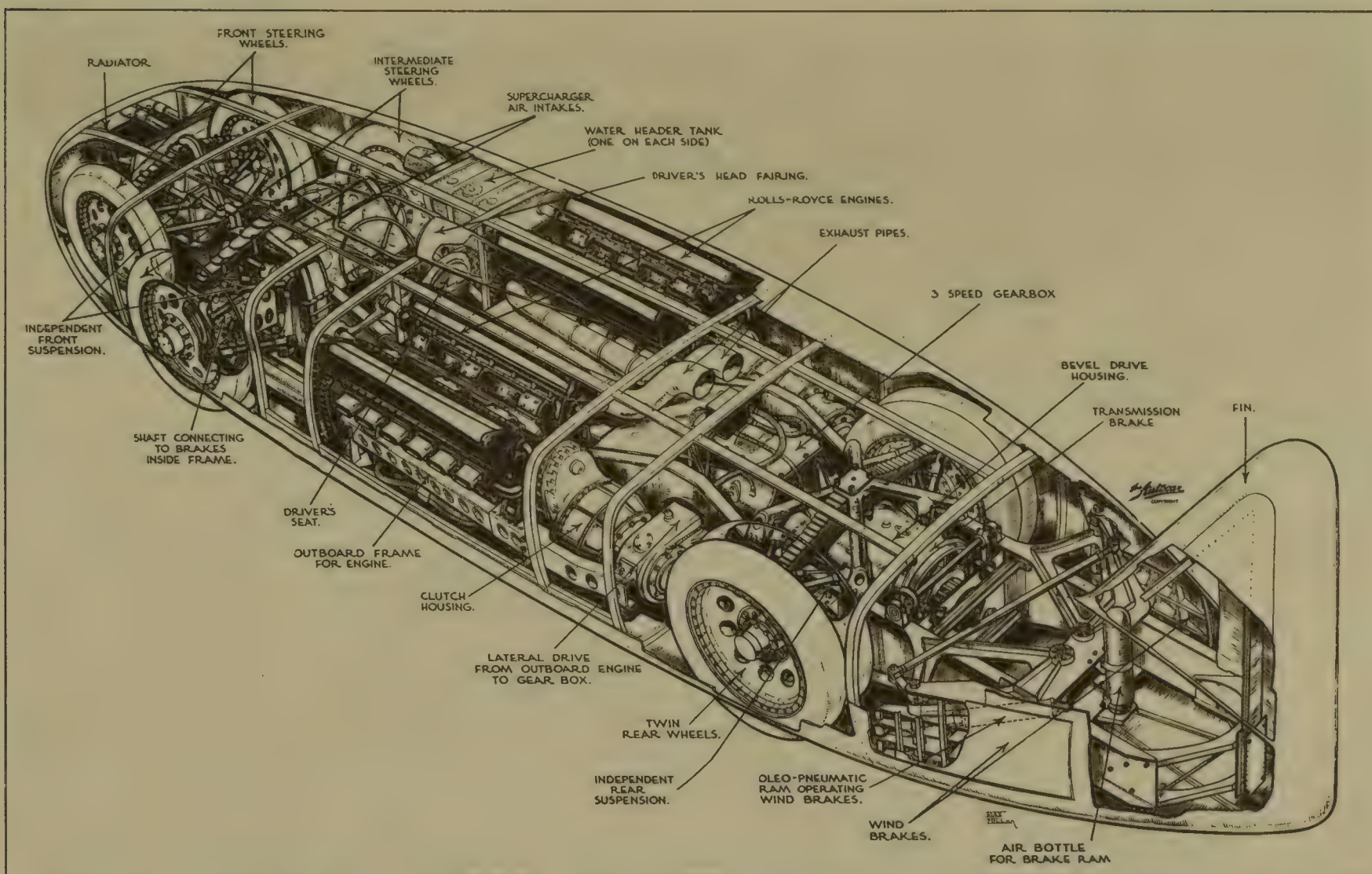
It was announced recently by the Duke of Atholl, chairman of the Holyrood Amenity Trust, that the Crown had accepted an important art gift from Captain W. Llewellyn-Amos for the Palace of Holyroodhouse. This takes the form of a "Calix Majestatis," or "Cup of Majesty," and was designed by Mr. Frank Dobson, the sculptor. The cup is of silver-gilt and stands 17 in. high. The plinth is of red Devon marble carved in steps to represent the dynasties of the kings and queens of Britain since King Egbert.



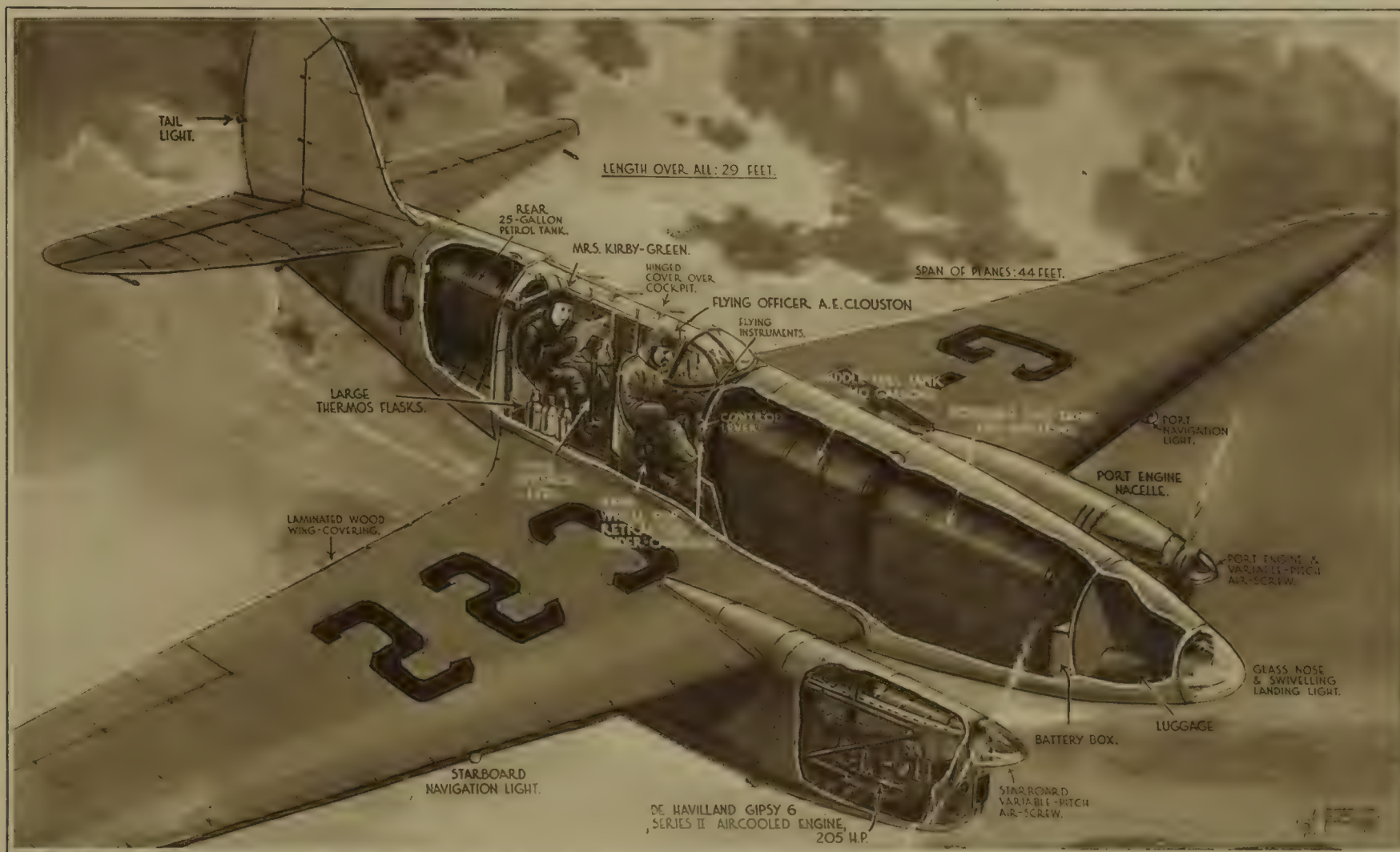
DISCOVERED UNDER THE FLOOR-BOARDS OF AN EARLY EIGHTEENTH-CENTURY HOUSE IN DEAL: SMUGGLED FRENCH WHITE 'KID GLOVES AND THEIR PACKING.

While an early eighteenth-century house in Deal was being wired for electric light this month, a package was discovered under the floor-boards. It consisted of tarred paper tied with tarred twine and, on being opened, disclosed twenty-four French white kid gloves of the finest quality, tied up in dozens and in an unblemished state. As Deal was notorious as a haunt of smugglers, it is thought that these gloves once formed part of a consignment landed near the town.

LAND-SPEED AND FLIGHT RECORDS: "THUNDERBOLT" AND D. H. "COMET."



"THUNDERBOLT," IN WHICH CAPT. G. E. T. EYSTON SET UP A NEW LAND-SPEED RECORD OF 312.20 M.P.H.; A DIAGRAMMATIC DRAWING SHOWING THE FOUR FRONT WHEELS BY WHICH THE CAR WAS STEERED AND THE TWO ROLLS-ROYCE ENGINES, EACH DEVELOPING SOME 3000 H.P.—[Reproduced by Courtesy of "The Autocar,"]



FLYING-OFFICER A. E. CLOUSTON AND MRS. BETTY KIRBY-GREEN AT THE CONTROLS OF THE AEROPLANE IN WHICH THEY FLEW TO THE CAPE AND BACK IN UNDER SIX DAYS: A DIAGRAMMATIC DRAWING OF THE D.H. "COMET," IN WHICH THREE NEW RECORDS WERE SET UP.—[Drawn by our Special Artist, G. H. Davis.]

On November 19 Capt. G. E. T. Eyston broke the world land-speed record at Bonneville Salt Flats, Utah, by driving his racing car "Thunderbolt," which incorporated many of his own ideas, over the measured kilometre at an average speed of 312.20 m.p.h. and over the mile at an average speed of 311.42 m.p.h. The previous records set up by Sir Malcolm Campbell were 301.4736 m.p.h. and 301.1292 m.p.h. respectively. "Thunderbolt" has two Rolls-Royce engines and a four-wheeled steering device. The engines and gears are slung between the rear wheels and the middle axle. Flying-Officer A. E. Clouston and Mrs. Betty

Kirby-Green, who set up three new records on their flight to the Cape and back (as recorded on our Notebook page), used the D.H. "Comet" in which C. W. A. Scott and the late Campbell Black won the Mildenhall-Melbourne Air Race in 1934, and in which Flying-Officer Clouston finished fourth in the recent Paris-Damascus race. The aeroplane was re-conditioned for the Cape flight by Essex Aero, of Gravesend, and the original fuel tankage was slightly increased. In place of its former racing engines, the machine mounts two de Havilland Gipsy Six Series II, 205-h.p. air-cooled motors with Hamilton variable pitch airscrews.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



SIR ROBERT HODGSON.

It was announced recently that Sir Robert Hodgson would be the first British Agent to Nationalist Spain. A diplomat of long experience who retired in 1936. *Chargé d'Affaires*, Moscow, 1924; Minister, Albania, 1928-1936.



CAPT. G. E. T. EYSTON.

Set up a new world land-speed record at Bonneville Flats, Utah, on November 19 with an average speed of 312 m.p.h., thus beating Sir Malcolm Campbell's 301 m.p.h. He has now broken nearly 250 records.



SIR JAGADIS CHUNDER BOSE.

Made remarkable discoveries as to the identical nature of physiological reactions in plants and animals. Died at Giridih; aged seventy-nine. For some forty years Professor Emeritus of the Presidency College, Calcutta.



SIR CHARLES BRIGHT.

An authority on submarine telegraphy. Died Nov. 20; aged seventy-three. Acted as delegate of the Australian Government at the International Radio-Telegraphic Conference in 1912. Elected a Fellow of the Royal Society of Edinburgh in 1894. Was connected with many societies and associations.



MR. GERALD BROCKHURST, R.A.

Painter in oils and etcher. Elected a Royal Academician on Nov. 16. Gained the Armitage Medal, British Institute Studentship, and the 1913 studentship given by the R.A. Council. Elected an A.R.A. in 1928. His work is familiar to readers of "The Illustrated London News" and "The Sketch."



THE DEATH OF A FAMOUS PORTRAIT-PAINTER: THE LATE MR. PHILIP DE LÁSZLÓ, M.V.O.
—SEEN AT WORK IN HIS HAMPSTEAD STUDIO.

Mr. Philip de László, the famous portrait-painter, whose portraits have so often been reproduced in "The Illustrated London News" and "The Sketch," died on November 22; aged sixty-eight. He was born at Budapest, but was naturalised in England in 1914. He studied in Munich and at Jullians in Paris. Among his earlier sitters were King Edward VII., Queen Alexandra, and Kaiser Wilhelm II. His later subjects include Signor Mussolini, the Archbishop of Canterbury, the Duke and Duchess of Kent, and Princess Elizabeth.



TO BE CREATED A CARDINAL AT A CONSISTORY HELD BY THE POPE ON DECEMBER 13:
MGR. ARTHUR HINSLEY, ARCHBISHOP OF WESTMINSTER.

It was announced on November 17 that Mgr. Arthur Hinsley, Archbishop of Westminster, would be one of the five prelates to be created cardinals by the Pope at a Consistory held on December 13. With these new cardinals, the Sacred College will have sixty-nine members—one short of its full number. Mgr. Hinsley was Rector of the English College, Rome, from 1917 to 1928, when he was appointed to be the first Apostolic Delegate to the Catholic Missions in Africa. In 1930 he became Titular Archbishop of Sardis and between 1930 and 1934 he was Apostolic Delegate in Africa again. In 1934 he was appointed Canon of the Patriarchal Basilica of St. Peter's, Rome, and in 1935 he was enthroned at Westminster in succession to the late Cardinal Bourne—the last British Cardinal.



THE DUKE OF ALBA.

It was officially announced from Salamanca on November 22 that the Duke of Alba had been appointed the Spanish Nationalist representative in London. Was educated at Beaumont College, England. A descendant of James II.



MAJ.-GEN. A. F. BROOKE.

Appointed Commander of the Mobile Division, a new formation of armoured and unarmoured units intended to replace the traditional cavalry. Has been Director of Military Training, War Office, since 1936.



THE DUKE OF AOSTA.

Appointed Viceroy of Abyssinia in succession to Marshal Graziani. A cousin of the King of Italy, he served with great gallantry in the war, first in the ranks and then as an artillery officer. Has had much experience of exploring in Africa.



VISCOUNT CECIL OF CHELWOOD.

Awarded the Nobel Peace Prize for 1937. President of the League of Nations Union, and has long been associated with peace movements. Organised the Peace Ballot in 1934. He is a brother of the Marquess of Salisbury and of Lord Hugh Cecil. He is seventy-three.



MR. C. H. JAMES, A.R.A.

Architect. Elected an Associate of the Royal Academy at a general assembly of Academicians and Associates on November 16. He is a recognised authority on housing schemes and is well known as a designer of small houses. Is engaged on designs for the City Hall at Norwich.



The World of the Kinema.

By MICHAEL ORME.



STREETS, GRAVE AND GAY.

THE dividing-line between the grave and gay is no wider than a hair's-breadth, and, amazing as it may seem at a cursory glance, two recent screen plays of a wholly dissimilar nature have this much in common—both have sought their inspiration in a street. But whereas "52nd Street," a Walter Wanger production presented at the London Pavilion, has built a "musical" on the foundations of a once-fashionable thoroughfare, "Dead End," at the Gaumont, Haymarket, is a serious study of slum

Mr. Samuel Goldwyn's production, "Dead End," a powerful adaptation of Mr. Sidney Kingsley's successful stage play, suffers no such deflection from its purpose or its veracity. Here, indeed, is a Zola-esque "slice of life," vibrant, violent, and wholly concerned with the bitter truth. Its action is confined to the tenement dwellings huddled along the waterfront of the East River in a blind alley, whose squalor is sardonically emphasised by the palatial apartment-house that soars above the jostling roofs, in close proximity yet fastidiously withdrawn from the piteous struggle for existence at its back door. The alley is the playground and the battlefield of the Dead End youngsters, a formidable gang of young hooligans who terrorise the neighbourhood, absorb each newcomer into their unruly ranks, and are only too ready to acquire the tactics of the gangsters who are their heroes.

Thieves, gamblers, and killers in embryo, their viciousness is fanned by one "Baby-face" Martin, a notorious killer, who has risked his life to re-visit the place of his birth, his mother, and his sweetheart. Spurned by the one, disillusioned by the other, the sinister visitor ends his sentimental journey under a rain of bullets, after an attempt at kidnapping

emphasis, leaving the sharpest commentary on crime to that dark tunnel on the banks of the darkly gliding river that is called "Dead End." Every member of a large and carefully selected cast adds a valuable note to a sombre symphony dominated by the fine team-work of the boys who created the Dead End gang in the original stage play, and by Mr. Humphrey Bogart, in whose sinister "Baby-face," watching, waiting, alert, the evil spirit of the place seems embodied. To Mr. Joel McCrea and Miss Sylvia Sidney falls the task of alleviating the gloom and of pointing the moral.

Mr. Jack Buchanan's picture at the Leicester Square Theatre, "The Sky's the Limit," is very much his own, with the Buchanan hall-mark on every foot of it. Nor is this surprising in view of his multiple activities connected with it. He is producer, co-director with Mr. Lee Garmes, co-author of the scenario with Mr. Douglas Furber, as well as co-star with his "discovery," a Russian singer, Miss Mara Losseff. Having put his shoulder to several wheels so wholeheartedly he keeps them revolving smoothly. "The Sky's the Limit" is a light comedy of a popular variety, nicely decorated with song and dance, handsomely staged and crisply written, with a sprinkling of good lines and an occasional happy twist to its situations to relieve the strain on a very slender story. Its hero is an aircraft designer with an inventive brain but no push. His room-mate and colleague at the Beckley Aircraft Company composes songs in his off hours, has plenty of push, but, like his friend, no money to exploit his modest talent. It remains, then, for a lovely opera star to supply

the incentive for the inventor's rise to fame and affluence in an aeroplane of a new design and to launch the airman-composer's little love-song.

Within this framework, the useful theme of mistaken identity, so productive of comic embarrassment, lovers' meetings and quarrels, and the tactics of resourceful heroes, plays its part. It provides Mr. Buchanan with one of his best scenes, wherein he escorts the lovely singer to a fashionable restaurant, where he suffers acute discomfort owing to his lack of funds and his guest's smiling determination to "have everything." The stars play delightfully into each other's hands, Miss Losseff, with a radiant gaiety that enhances her undoubted good looks (to which she adds a



"52ND STREET," AT THE LONDON PAVILION: MARGARET RONDELL (PAT PATERSON) INCURS HER FATHER'S DISPLEASURE BY BECOMING A CABARET PERFORMER AND FALLING IN LOVE WITH BENNY (KENNY BAKER), WHO IS SEEN CONDUCTING (LEFT).

conditions and their demoralising influence on humanity. There is no further affinity between these two pictures, nor any other link than that provided by the prevailing presence of a street, the one changing in its aspect, the other static. Yet it seems to me that "52nd Street" might have been a far better and more important contribution to the lighter side of screen entertainment had a firmer treatment of an excellent theme lent it sufficient strength to hold its own against the vaudeville invasion to which it ultimately succumbs—as did, in fact, the exclusive residential neighbourhood which has now become New York's Montmartre.

The story starts auspiciously with the reconstruction of 52nd Street as it was when the century was yet young, the dignity of its brownstone mansions undisturbed, the decorum of its daily life imperilled only by Mr. Leo Carrillo jauntily playing his accordion beneath the windows of two spinsters, one of whom—Miss ZaSu Pitts—so far forgets herself as to hum to the strains of the itinerant musician. Miss Pitts and Miss Dorothy Petersen, the staunch upholders of the Rondell family's extreme respectability, receive a further shock when their brother, in the person of Mr. Ian Hunter, marries a cabaret singer, thus driving a wedge into the seemingly impregnable walls of 52nd Street. But walls have fallen before now to the blare of trumpets; the stronghold of the social snobs is doomed. Prohibition suggests a solution to financial problems, and the "speakeasies" arrive. Wall Street crashes wipe out fortunes that seemed secure, and Rufus Rondell turns his house into a night-club. The younger generation, represented by Rondell's pretty daughter, has no use for obsolete social standards, and deals the last blow to the Rondell pride. Whereupon Miss Pitts and Miss Petersen not only accept defeat but throw open their doors to vaudeville.

This "Cavalcade" in miniature is in itself both entertaining and interesting. As a history of the decline and fall of a street, it might have embraced comedy, tragedy, and even a song or two, since "jazz," "swing," and dance bands are the weapons of the invading army. But the "unique entertainers who made 52nd Street famous," to quote the programme, are an incredibly noisy company, and their vociferous advance has been allowed not only to drown the drama inherent in the subject of a well-staged and well-acted picture but to deflect it frequently from its logical course into the artificial devices of the "musical."

frustrated by a stalwart young builder. "Dead End" has no music save the strains of the



"DEAD END": DAVE (JOEL MCCREA), WHO HATES THE NEIGHBOURHOOD, IS LOVED BY DRINA (SYLVIA SIDNEY), THE SISTER OF TOMMY, LEADER OF A GANG OF SLUM CHILDREN.

jangled tunes of a chance barrel-organ; nor any gaiety, excepting the unconscious humour of the gang. It recognises the owners of the apartments only as natural enemies to be mocked at and beaten up, although the young builder ventures on a brittle bridge of romance before he returns to his slum sweetheart, to find escape with her from their sordid surroundings. The picture is ruthless in its statements, akin in its atmosphere to that memorable river-side drama, "Winterset." But its relentless realism is balanced by the play's significance and its undeviating development. Its dramatic tension never wavers from the moment the camera travels from the lofty roof, the marble terraces and delicate tracery of trees that together proclaim the power of money, to plunge into the depths where poverty hides its sores.

Under Mr. William Wyler's fine direction, the characters drive home the argument vigorously yet without unnatural



"DEAD END," AT THE GAUMONT, HAYMARKET: DAVE (JOEL MCCREA), THE OUT-OF-WORK ARCHITECT (LEFT), WITH HUNK (ALLEN JENKINS) AND "BABY-FACE" MARTIN (HUMPHREY BOGART).

dance band that float down from the apartment-house or the

light soprano voice skilfully managed and a spirited attack on her comedy material), and Mr. Buchanan with that swift transition from assurance to distress that is part of his humorous equipment. His clowning has an elegance derived from his own long-limbed grace and well-groomed personality—an elegance reflected in the picture's polish,



"THE SKY'S THE LIMIT," AT THE LEICESTER SQUARE THEATRE: MME. ISOBELLA (MARA LOSSEFF), A FAMOUS OPERATIC SINGER, MISTAKES DAVE HARBER (JACK BUCHANAN) FOR SOMEONE ELSE, AND ASKS HIM TO TAKE HER OUT.

fluency, and pleasant interpolations of ballads and dances. With Mr. David Hutcheson lending excellent support as the hero's volatile friend, "The Sky's the Limit" has a fresh and breezy humour to keep it sailing merrily on a sparkling surface.

SHIPS—THEIR ORIGIN AND DEVELOPMENT.

V.—NAVIGATION.

By PROFESSOR G. I. TAYLOR, M.A., F.R.S., M.R.I., Yarrow Research Professor of the Royal Society.
(See Illustrations on the opposite page.)

We here continue our publication of the series of lectures on Ships, given at the Royal Institution by Professor G. I. Taylor. The lectures printed in previous issues dealt with the laws that govern a ship's being, ancient ships and shipbuilders, the advance of yacht-designing, and the use of ship models in the designing of vessels. Here Professor Taylor describes the growth of the art of navigation, and the means whereby ships are steered across the oceans and brought safely to land.

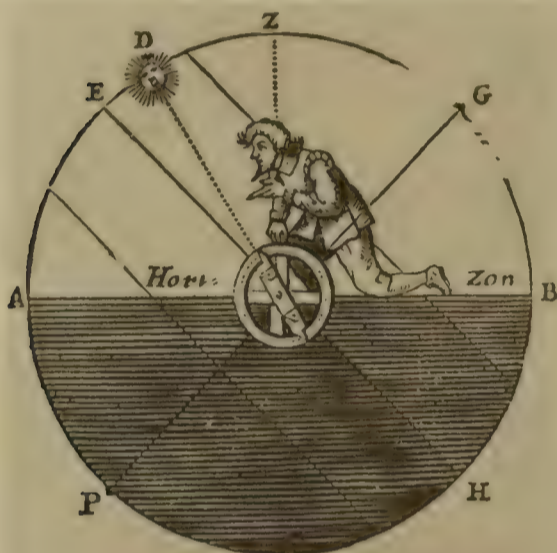
Compasses.

SHIPS are steered by a helmsman who watches a compass. The magnetic compass usually consists of a magnet attached to a float and balanced on a needle-point in the middle of a bowl of spirit. The float has not quite enough floating power to lift all the weight off the needle-point. In the older compasses, a large card marked in points of the compass was fixed to the compass-needle. A black line, called a "lubber line," was marked on the inside of the bowl to act as a pointer for reading on the card the direction the ship was heading. To steer on a

which all true compass courses are straight lines. A true N.-E. course, for instance, on the globe is such that it makes 45 degrees everywhere with the meridians or circles of longitude. On Mercator's projection such a course is a straight line at 45 degrees to the vertical straight lines which represent the meridians. To illustrate this, a net of stretchable tapes was laid on a globe along the circles of latitude and longitude, 20 degrees apart (Fig. 2). Red spots were sewn on to circles of longitude along a true N.-E. course. The whole net was removed from the globe, and the circles of latitude were stretched until the net was flat. The net then had a square mesh, the length of each side of a square being 20 degrees of latitude or 20 degrees of longitude on the equator. The N.-E. course was then seen to follow a curve. The square-mesh net was next hung on a board and stretched vertically, the amount of stretching in a vertical direction at any latitude being equal to the amount which the net had previously been stretched in a horizontal direction along this latitude. It was then seen that the red spots lay on a straight line at 45 degrees to the vertical lines of longitude. The net actually used was made of tape which could not be stretched; for this reason it was first made up in Mercator's projection and afterwards the tapes were gathered up so that the whole net would fit correctly on to the globe. The process of stretching consisted in breaking the threads used in gathering up the tapes.

To set a course on a Mercator chart the navigator must lay the edge of a parallel ruler over the two ends of the course and then move it to the centre of one of the compass-cards which are printed at convenient points on the chart, keeping the direction of the edge constant. The rule will then read off the required course. At one time compass courses were expressed in terms of points of the compass, now they are usually given in degrees.

To measure the length of the course, a pair of dividers is laid over the course and then transferred to a scale of latitude at the edge of the chart. Since the scale of a Mercator chart increases as the distance from the equator increases, it is necessary to ensure that the dividers are placed on the part of the latitude scale which corresponds with the average latitude of the course.



THE USE OF THE ASTROLABE, AN EARLY NAVIGATIONAL INSTRUMENT: A SEVENTEENTH-CENTURY WOODCUT SHOWING HOW TO MEASURE THE SUN'S "ZENITH DISTANCE."

The old woodcut gives a crude illustration of how the astrolabe was used to obtain the zenith distance of the sun—i.e., the angle subtended at the observer between the vertical and the image or light of the sun projected along the alidade. The mariner's astrolabe consisted of a heavy metal circle divided in degrees from 0-90° in one or more quadrants. Verticality was assured by its weight in connection with the suspension ring at its top. In the illustration the zenith distance is the angle between the indefinite point Z and the sun D.

definite course, say N.N.-W., the ship was so steered that the N.N.-W. mark on the card was opposite the lubber line. This method of reading the compass is tiring to the eyes, because one has to pick out a small mark from among a whole circle of other marks, and see whether it is opposite the lubber line.

In some modern compasses, two parallel wires are fixed on to a ring marked in degrees and laid over the top of the compass bowl, so that it can be turned to any position. To steer a course, say N.-E., the ring is turned till the lubber line reads 45 degrees. The ship is steered so that the compass-needle, or a line parallel to it, is parallel to the two wires. It is much easier to see whether the compass-needle is parallel to the two wires than it is to read the old-fashioned compass.

The magnetic compass must be used in conjunction with a map, or with tables showing the variation of the compass-needle from true North. In large ships, the gyro-compass has now replaced the magnetic compass. In its simplest form, this is merely a gyroscope, so fixed that the axis of rotation of the fly-wheel is constrained to be in a horizontal plane. The effect of the rotation of the earth on such a gyroscope is to make it turn so that the axis of the fly-wheel points along the meridian. The gyro-compass is not subject to variation as the magnetic compass is, but it does not point quite to true North when the ship (or aeroplane) in which it is installed is moving northward or southward.

Charts.

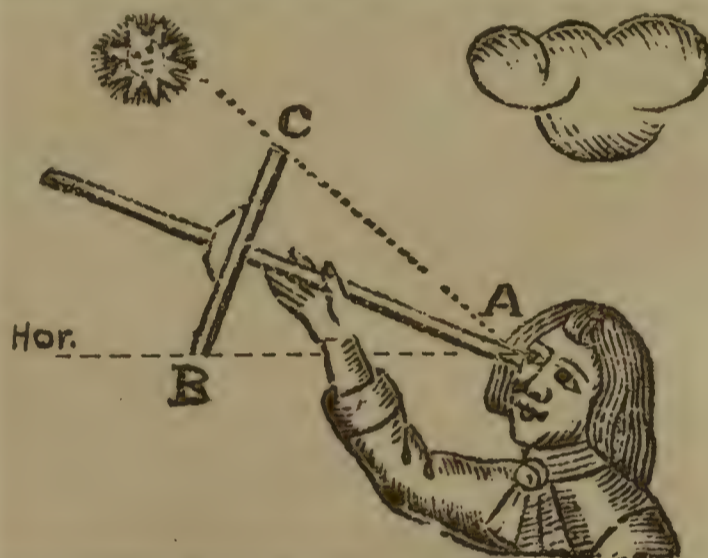
Charts and maps are flat representations of the round surface of the earth. If the surface of a globe showing the land and sea were peeled off the globe and stretched till it was flat, a map or chart would be obtained, but there are any number of ways in which this stretching could be done. Each possible method of stretching is called a projection.

Charts for navigational purposes are constructed on Mercator's projection, which is the projection on



The shortest possible path between two points on the earth's surface is not that which a ship steering a constant true compass course would follow. The shortest path is a great circle, i.e., a circle which lies in a plane through the centre of the earth. To sail a great circle, it is necessary to know the compass-bearings on which the ship must steer at each point of the course. For this purpose, a gnomonic chart on which all great circles are straight lines is required. Gnomonic charts are simply projections from the centre of the earth on to a plane. At the Royal Institution, to show what the circles of longitude and latitude look like on such a projection, a small source of light (a "pointolite") was fixed at the centre of a glass globe (Fig. 5). Circles of longitude and latitude were marked on the glass, and a flat sheet of translucent paper stretched on a frame was held nearby.

The shadows which these lines cast on the paper form the skeleton of a gnomonic projection. The shadows of



THE FORE-STAFF, OR CROSS-STAFF, AN EARLY FORERUNNER OF THE SEXTANT: MEASURING THE SUN'S ANGLE—WITH THE DISADVANTAGE THAT THE OBSERVER HAD TO LOOK STRAIGHT AT THE SUN.

The actual staff of this instrument carried one or more "crosses" and was divided into a scale of degrees along the four faces, differing according to the "cross" in use. By so holding the staff and adjusting the cross so that the eye can see the horizon in line with the point B and the sun, or other heavenly body, in line with the point C, the altitude can then be read off from the divisions of the staff in terms of degrees. The main defect of this somewhat primitive instrument lay in the fact that in making an observation one had to look directly at the sun.

circles of longitude and of other great circles appear as straight lines. To use this gnomonic chart, a straight line is ruled between the point of departure and the land-fall aimed at. The latitude and longitude of points on the route are read off and transferred to a Mercator chart. The line formed by joining these points is the great circle on Mercator's projection.

Charts are maps of the sea; they mark the depth, the composition of the bottom, e.g., clay, mud, sand, shingle, etc., the positions of lights, buoys, and sea-marks, the direction and strength of tidal currents, and many other things useful to seamen.

Buoys and Lights.

All the buoys and lights are described in the Admiralty lists of lights. Since these descriptions give more details than the chart, it is useful to refer to this list whenever there is any doubt about the identification of a buoy or light that has been seen in the sea. On one occasion I approached the coast of Norway in my yacht at a place where one could not safely approach the shore nearer than about four or five miles. I could not identify the coast till I picked up, with the glass, a lighthouse with a red band on it. The chart showed three lighthouses in the neighbourhood, and it was only by referring to the detailed description of lighthouses in the "List of Lights," that I was able to find out that only one of them was painted with a red band.

The Log.

When sailing a course, it is necessary to keep dead reckoning; that is, to mark off on the chart from time to time the estimated direction and distance sailed. In the past, the distance was estimated by measuring the speed with a "log-ship." A log-ship is a small board attached to a long line marked off with knots at regular intervals. The board was thrown overboard, and the number of knots which ran out while a sand-glass was emptying were counted (Fig. 6). If the knots are in the correct



THE BACK-STAFF, A LATER INSTRUMENT, IN WHICH IT WAS NOT NECESSARY TO LOOK AT THE SUN: A DEVICE WHICH UTILISED THE SHADOW THROWN BY THE SHADE VANE B ON TO THE HORIZON VANE AT A.

To eliminate certain defects of the cross-staff, the back-staff was invented by a Captain Davis. It consisted mainly of two "arches" and three "vanes." By setting the shade vane B at a selected and fixed altitude, the sun's shadow was thrown on to the horizon vane at A, and by a careful adjustment of the sight vane C to the line of the horizon, an observation of the sun's altitude could be made by the addition of the individual readings registered on the two arches.

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(Continued on page 968)

SHIPS: GREAT DISCOVERIES AND INVENTIONS THAT AID THE NAVIGATOR.

DRAWN BY G. H. DAVIS FROM MATERIAL SUPPLIED BY PROFESSOR G. I. TAYLOR.

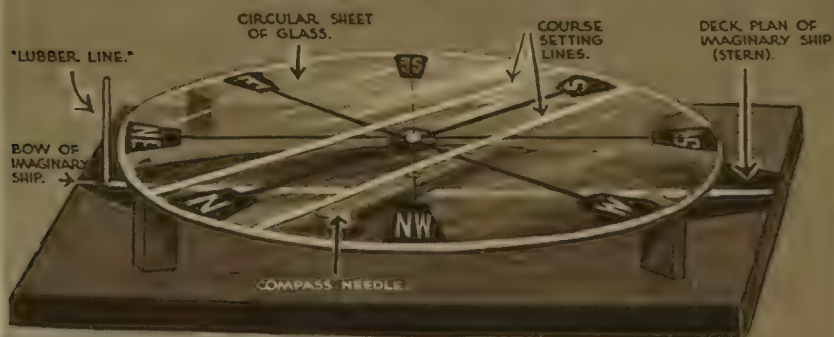
(SEE ARTICLE ON OPPOSITE PAGE.)

I

THE COMPASS

AN EXPERIMENTAL MODEL OF A COMPASS WITH LINES FOR COURSE SETTING.

TO SET A COURSE, SAY NORTH-EAST, THE GLASS IS TURNED UNTIL THE N.E. MARK IS OPPOSITE THE "LUBBER LINE". THE SHIP IS THEN TURNED UNTIL THE COMPASS NEEDLE IS PARALLEL WITH THE COURSE SETTING LINES.



II

THE CHART

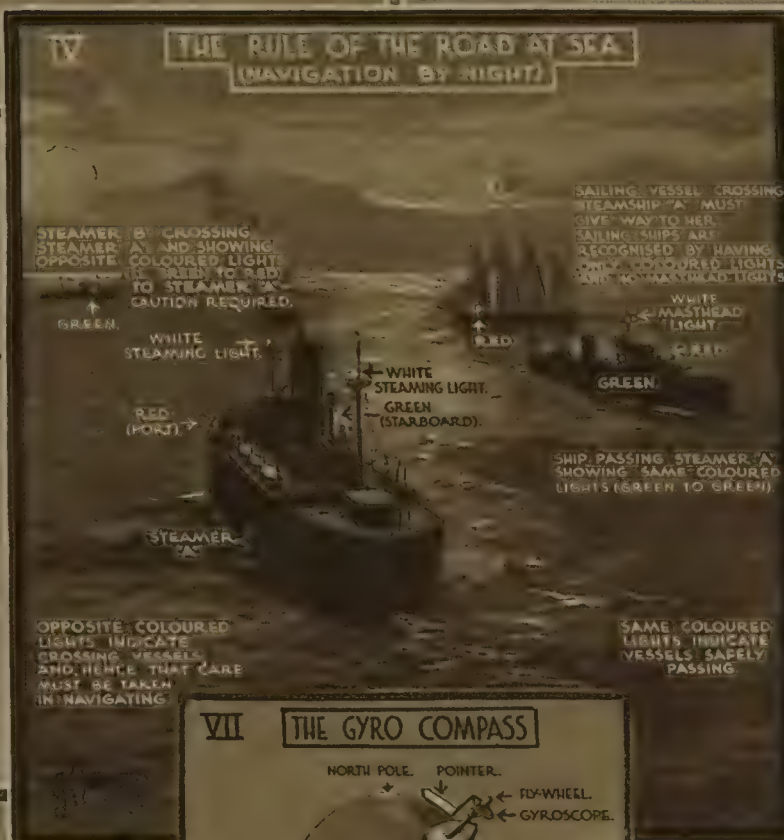
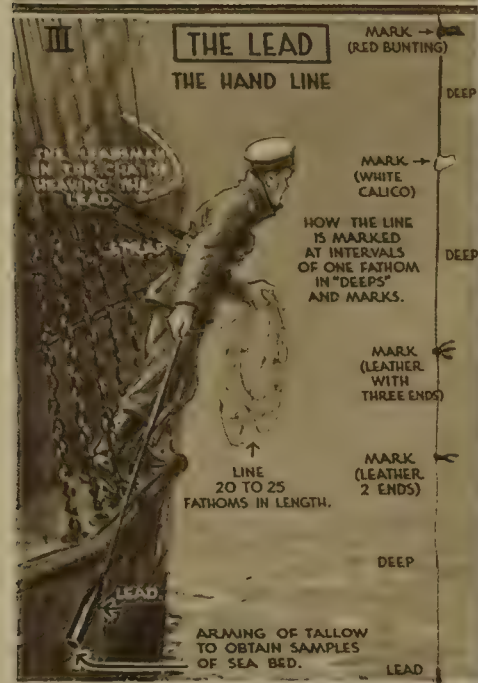
AN EXPERIMENT ILLUSTRATING THE NATURE OF MERCATOR'S PROJECTION



THE CHART - A MAP OF THE SEA - IS A FLAT REPRESENTATION OF THE ROUND SURFACE OF THE EARTH.

HEREWITH (LEFT) IS SEEN A MAP OF THE WORLD ON MERCATOR'S PROJECTION.

1. STRETCHABLE TAPES LAID ON A GLOBE, SHOWING CIRCLES OF LATITUDE AND LONGITUDE.
2. THE TAPES LIFTED OFF THE GLOBE AND EXTENDED HORIZONTALLY ON A BLACKBOARD UNTIL A NET OF SQUARES IS FORMED. THIS IS A MAP IN WHICH E-W AND N-S COURSES ARE STRAIGHT, BUT THE N-E COURSE IS STILL CURVED.
3. WHEN THE TAPES ARE EXTENDED VERTICALLY TILL THE N-E COURSE IS A STRAIGHT LINE AT 45 DEGREES TO THE MERIDIANS THE RESULT IS A TRUE MERCATOR'S PROJECTION.



VI THE LOG

THE EARLY LOGS CONSISTED OF THE LOG SHIP AND THE LOG LINE MARKED IN KNOTS.



V.—"SHIPS": HOW SCIENCE HAS FURTHERED THE ART OF NAVIGATION WITH DEVICES BOTH ABSTRUSE AND SIMPLE.

Mystery surrounds the invention of the compass, the earliest navigating device known to seamen. There is now little doubt that the claim originally advanced in favour of the Chinese is ill-founded. An Arabian writer, Bailak Kibdjaki, describes the use of a magnetised needle, floated on water by means of a splinter or a straw on the Syrian seas in 1242, but the earliest definite mention as yet known of the use of the mariner's compass in the Middle Ages occurs in a treatise known as "De Utensilibus," written by Alexander Neckam in the twelfth century. There appears to be no question that it was being used in the Crusaders' fleets in the thirteenth century. Another important early navigating device was the

log. The old apparatus consisted of a log-ship, log-reel, log-line and log-glass. The first length of log-line was known as the "stray line," and it was necessary in order to veer the log-ship clear of the ship's wake before beginning observations. The distances between the knots on the log-line bore the same relation to a nautical mile (6080 ft.) as 28 seconds to an hour (3600 sec.)—i.e., they were placed 47 ft. 3 in. apart. It followed, therefore, that if five knots of the line ran out in 28 sec. by the sand-glass, the ship had gone $5 \times 47\frac{1}{2}$ ft. in that time—i.e., was moving at the rate of five knots an hour. For speeds over six knots, a 14-second glass was used, the speed indicated by the log-line being doubled.

BOOKS OF THE DAY.

AMONG the greater works of reference, there is none that approaches that incomparable set of volumes (now numbering over 70), to which has just been added yet another supplement, whereof the title-page reads: "THE DICTIONARY OF NATIONAL BIOGRAPHY." Founded in 1882 by George Smith, 1922-1930. Edited by J. R. H. Weaver. With an Index covering the years 1901-1930 in one alphabetical series (Oxford University Press and Humphrey Milford; 28s.). The great dictionary may be truly called the literary Valhalla of the British race, and this latest instalment maintains its high traditions.

The new volume is peculiarly rich in famous names, largely because the period it covers saw the deaths of many men prominent in the Great War. On the political side there are, for example, among many others of lesser note, Lord Balfour, Lord Oxford and Asquith, and Lord Milner, besides eminent Dominion statesmen. With regard to the Fighting Services, the editor says: "Most of those who held the highest commands have now passed, and among them will be found here the names of Lord Ypres, Lord Haig, Lord Horne, Lord Rawlinson, Sir Horace Smith-Dorrien, and Sir Henry Wilson; the naval names include those of Sir John De Robeck, Sir Hugh Evan-Thomas, Sir Henry Jackson, Sir Percy Scott, and Sir Doveton Sturdee, the victor of the Falkland Islands; to an earlier naval generation belong Sir Cyprian Bridge, Sir Edmund Fremantle, Sir William May, and Sir Edward Seymour."

The book ranges, however, over many phases of national life, not excepting royalty. "The serene figure of the late Queen Alexandra," we read, "forms a link in the Court annals of three reigns." Besides the two Prime Ministers already mentioned (Balfour and Asquith), there are Lord Rosebery and Mr. Bonar Law; with other leading political figures such as Lord Curzon, Lord Morley, and Lord Lansdowne; also five Lord Chancellors, among them Lord Birkenhead and Lord Haldane. Irish politics are reflected in a number of memoirs—e.g., those of T. P. O'Connor, John Dillon, William O'Brien, and Arthur Griffith.

To mention only a few names on the long roll of fame here recorded, the Church is represented by Archbishop Davidson; literature by Thomas Hardy, Robert Bridges, D. H. Lawrence, Conan Doyle, W. H. Hudson, Edmund Gosse, and Sir Sidney Lee (a former editor of the "D.N.B."); journalism by Lord Northcliffe and Sir Edward Hulton; history by Sir George Trevelyan, J. B. Bury, and Lord Bryce; science by Sir James Dewar, Sir Ray Lankester, and Alexander Graham Bell; art by John Sargent, with others too numerous to mention; the stage by Dame Ellen Terry, Sir Squire Bancroft, Arthur Bourchier, and Charles Hawtrey; Colonial Government by Sir Harry Johnston and Sir James Goldie, founder of Nigeria; travel and exploration by Gertrude Bell, Charles Doughty, Sir Ernest Shackleton, and Sir Ross Smith, the famous airman.

In one respect, this fresh volume of the D.N.B. differs from most of its predecessors, in that the record, having reached modern times, deals with men and women whose careers fall within living memory. Its contemporary character has given a more intimate note to the biographies, most of which are based on personal acquaintance as well as on research. Materials have been naturally more abundant than in the past, and the biographers' main difficulty has been that of selection. The list of contributors, like that of the subjects, contains many distinguished names. To take a few outstanding examples (in alphabetical order), Professor Lascelles Abercrombie writes on Thomas Hardy; Mr. Richard Aldington on D. H. Lawrence; Sir George Arthur on Queen Alexandra; Mr. Laurence Binyon on Lionel Cust and Selwyn Image; Dr. Tancred Borenius on various painters and sculptors; Sir Arthur Keith on Sir Frederick Treves and Sir William Macewen; Mr. J. M. Keynes on the economists, Francis Edgeworth and Alfred Marshall; Mr. Harold Nicolson on Lord Curzon; Mr. Michael Sadleir on Conrad and Marie Corelli; Mr. J. A. Spender on Asquith; Mr. G. M. Trevelyan on Sir George Trevelyan; and Sir Hugh Walpole on two fellow-novelists, Rider Haggard and Maurice Hewlett.

Among the most interesting items relating to the Dominions is the memoir of the famous Australian statesman, Andrew Fisher, and here I may give one or two comments derived from a member of his family, with which I can claim a much-valued link by reason of a marriage in the younger generation. One of his sons recalls the fact (mentioned in the D.N.B. article) that Fisher was a member of the first (and little-known) Labour Government in history—that of Queensland in 1899—and states further that his majority Government as Commonwealth

Premier in 1910-13 was the only Labour ministry, in any national sphere, to run its full course. Incidentally, he adds, this administration was lengthily criticised by Lenin in *Pravda* of June 26, 1913. Fisher's biographer (the late Mr. A. W. Jose, of Queensland) does full justice to his work for the Empire before and during the war.

Such a work as the D.N.B., of course, with its immense variety of subject and authorship, cannot possibly be reviewed in the ordinary way. One thing, however, is obvious—that it will have a general interest for a host of readers, and for a very large number of them a deep personal appeal besides. There is hardly anyone, I should think, who has not been in touch, in one way or another, with some of the lives here chronicled. Even I, who am no lion-hunter, but live "like an old badger in his earth" and seldom encounter celebrities, have been surprised to find how many of the names recall bygone associations, and each relevant article in the book has proved thoroughly



THE NEW DEAN OF WESTMINSTER: THE RIGHT REV. PAUL DE LABILLIÈRE, BISHOP SUFFRAGAN OF KNARESBOROUGH AND ARCHDEACON OF LEEDS.

It was announced on November 17 that the King had been pleased to approve the appointment of the Right Rev. Paul de Labillière, Bishop Suffragan of Knaresborough and Archdeacon of Leeds, to the Deanery of Westminster, vacant by the death of the Very Rev. William Foxley Norris. Bishop de Labillière, who is fifty-eight, was Chaplain of Wadham College, Oxford, from 1914 to 1920, and Chaplain of Merton College, Oxford, from 1920 to 1927. During the war he served as Chaplain to the Egyptian Expeditionary Force. From 1914 to 1927 he was Examining Chaplain to the Bishop of Durham, and, from 1931, Examining Chaplain to the Bishop of Ripon. Bishop de Labillière was appointed Vicar of Christ Church, Harrogate, in 1927, and in 1934 was consecrated Bishop Suffragan of Knaresborough. He was Archdeacon of Leeds from 1934 and Rector of Methley from 1935. It is interesting to recall that Westminster Abbey, as a Royal Peculiar, is subject directly to the jurisdiction of the King, and the Dean and Chapter are in no way responsible to the Bishop of London as regards the Abbey or its services.

satisfying. Memoirs of several Cambridge worthies, for instance, bring back figures once familiar to me, especially in and about the courts of John's—men such as Sir John Sandys, the classical scholar and Public Orator, to whose rooms I repaired for instruction in Greek and Latin composition; his biographer, Mr. E. E. Sikes (happily still "extant"), who lectured on Martial's epigrams; Professor G. D. Liveing, mentioned as one of three men (included in the volume) born in the reign of George IV.; William Bateson, biologist; and Edward Carpenter's biographer, George Charles Moore Smith, whose name in that form I almost overlooked until I suddenly identified him with my old friend "G. C. M.," who is now Emeritus Professor of English Literature in the University of Sheffield. Lastly, there is Oscar Browning of King's, universally known in our day as "O. B.," whose tendency to the rotund drew from some disrespectful wit the following epigram—

O. B., O be obedient to Nature's stern decrees!
For, though you be but one O. B., you may be too obese.

I can also testify to the interest and (so far as my knowledge goes) the accuracy of Mr. Lewis May's memoir of John Lane, formerly my employer, who published my one and only effort in biography, and to the correctness of an allusion to the subject thereof—R. S. Hawker—in

the article on the Rev.

S. Baring-Gould, who did much to popularise Hawker, but with whom I once had a slightly acid correspondence regarding certain aspects of his book, "The Vicar of Morwenstow." Mr. Baring-Gould's is among the lives included in the D.N.B. volume that began before Queen Victoria's accession. His biographer does not mention that he was once the subject of a premature obituary, like Mark Twain, who in similar circumstances described the report as "much exaggerated." Another memoir for whose value I can vouch is that of Sir Cyril Jackson, the educationist, whom in the 'nineties, as a fellow-resident at Toynbee Hall, I assisted with some Shakespearean productions in Limehouse that would have astonished Lilian Baylis. In later years, after his return from Western Australia, where he was Director of Education, I visited him one day at the old L.C.C. offices in Spring Gardens, and found him immersed in London politics. When I mentioned that I was in journalism, he remarked: "You had better prepare my obituary." Cyril Jackson simply wore himself out in the public service.

Memories of Queen Alexandra will bring the D.N.B. volume into Court circles, and among its readers, perhaps, will be the royal lady whose biography is recorded up to date in the "INTIMATE LIFE STORY OF H.R.H. THE DUCHESS OF KENT." Told for the first time and presented with the personal approval of Her Royal Highness. By Baroness Helena Von-der Hoven. With 32 Photogravure Plates (Cassell; 8s. 6d.). This very charming book was mentioned in our issue of November 13 under a photograph of the Duke and Duchess of Kent and their two children, taken in the garden of their country home at Iwer. The excellent photographs, both formal and informal, given in this book reveal many another glimpse of their happy domestic life, as well as of the Duchess's earlier years when she was Princess Marina of Greece. There are several allusions to Queen Alexandra, her great-aunt, and to the striking resemblance between them. There is also a likeness of character, and in an account of the many charities in which the Duchess takes a sympathetic interest, it is recalled that she took over the one chiefly associated with the late Queen's memory—Alexandra Rose Day.

It is not only for family reasons, I think, that the Duchess and her husband are likely to be interested in the D.N.B., for in allusion to their library the Baroness says: "The Duke was always fond of books, and in this the Duchess shares his tastes: their collection is a very fine one. Their choice of literature is not always the same, as the Duke is fond of novels, whilst the Duchess likes memoirs, though she also enjoys a novel." Again, describing their home in Belgrave Square, the author says: "I noticed in the lounge, amongst other books, Homer's 'Odyssey' and the 'Iliad,' which means that whilst the Duchess studied English History and read all about the Georges, the Duke was renewing his acquaintance with the masterpieces of his wife's country."

British readers both at home and overseas, who are interested in the personalities of our royal house, will be grateful to the author of this really intimate and entertaining book. The Baroness alludes to herself incidentally, in one passage, as a professional violinist. She has all a musician's feeling for sentiment and romance, and, evidently humorous herself, brings out the keen sense of humour possessed by the Duke and the Duchess. A typical example of this lighter vein is associated with the Duke's bachelor days. Describing an incident at a police ball that he was to attend, the author writes: "He arrived a few minutes earlier than expected and found a crowd waiting for him. A harassed constable was trying to clear the way and pushed Prince George to one side without recognising him. 'Clear the way for the Royalty, please,' he said in worried tones. 'O.K.," replied the Duke, much amused, and stood aside to clear the way for himself."

In the course of this article we have heard something about Australia. Another Dominion—Canada—gets its turn in an entertaining and informative book entitled "WHERE SELDOM A GUN IS HEARD." By Sir Anthony Jenkinson (Arthur Barker; 8s. 6d.). The author here describes his experiences and impressions while travelling about North America during the last two years. He shows himself a keen observer and a shrewd commentator on social and political affairs. His style is "slick" and pointed; he is blessed with wit and humour, and has a turn for crisp and vivid description. His lighthearted outlook on life is indicated in some of his chapter-headings, such as "Capers in the Canadian Capital," "Hollywood Heartbeat," "Trouble in the Salad Bowl," and "On the Lunatic Fringe." Explaining this last phrase, he says: "Canada and the United States, like most countries, swarm with messiahs, each with his crack-brained remedy

[Continued on page 970.]



"A Perfect Finish to a Good Dinner"

MARTELL *Cordon Bleu*

A VERY FINE LIQUEUR BRANDY—GUARANTEED OVER 35 YEARS IN CASK

AND THEN THERE'S EXTRA—VERY EXPENSIVE BUT MARTELL'S FINEST LIQUEUR BRANDY—70 YEARS IN CASK

A PAGE FOR COLLECTORS.

ROWLANDSON THE POET (1756-1827.)

By FRANK DAVIS.

conventions, outlining his foliage with that characteristic roly-poly line and eliminating all unessential detail, but within these conventions his ability to organise deliberately the scene before him is of a very high order. He's as good an architect in the

right is obviously false, but the joke is that no one noticed until quite recently that there is a fine genuine signature in the left-hand lower corner. (I'm afraid it is quite impossible to reproduce this in a small reproduction—it is part of the grass and weeds.) No doubt the writer of the fake signature took the description of the scene—"St. Udy, Cornwall"—from an old mount, wrote this down, as well as the signature, and unwittingly provided the most damning evidence against himself. Needless to add that so good a drawing requires no signature, genuine or false, to attest its authenticity, and perhaps one can suggest to all hopeful signature-forgers that this sort of trickery is scarcely worth while in the fourth decade of the twentieth century, when most collectors and dealers are people of sense and sensibility.

There is another consideration which gives these very personal records of eighteenth-century landscape a particular interest for a generation which has rediscovered its own countryside and is busily engaged in preserving as much of it as possible from jerry-builders. Rowlandson, I am sure, would have been an enthusiastic member of the Scapa

building-up of a picture as Mr. Paul Nash is to-day; I think the latter has a deeper understanding of nature, but nevertheless Rowlandson's technique betrays the working of a mind similarly well poised.

I am able to illustrate this point of view (which will possibly not find favour with a good many people) by three illustrations from the carefully chosen

Society, and would have produced some admirable poster designs for the National Trust, for, like everyone to-day who can buy or borrow an 8-h.p. car, he was always going off on little jaunts, only he went in a chaise. He would arrive at a village, see something that interested him, and make a drawing, often including the chaise; so he has in Fig. 1—the chaise is under the shed in the centre of the picture. This same chaise appears in many other drawings. And what a country England was at the time: no petrol pumps, no bungalow growths! with Henley-on-Thames looking like this (Fig. 2)—at least, this is presumably Henley, and not "Maidenhead from the Bridge," which is what the inscription on the left calls it. Any other suggestions will be welcomed, but I think most people will agree that this view is taken just by the bridge, looking down-stream to the finish of the regatta course. To-day, there is the brick wall of Phyllis Court alongside the river on the left, and just beyond the curve one looks down that wonderful dead straight stretch of river to the island where the crews start.

Fig. 3, of course, is pure poetry—rhymed couplets, if you like, rather than a Gainsborough lyric—but none the less a drawing of genuine feeling and sensibility. As an example of the hidden side of Rowlandson's character I don't know a better.



1. "ST. UDY, CORNWALL"—BY THOMAS ROWLANDSON (1756-1827): AN INTERESTING PICTURE WHICH BEARS A FALSE SIGNATURE ON THE RIGHT AND THE GENUINE SIGNATURE ON THE VEGETATION ON THE LEFT. (THE ARTIST'S CHAISE CAN BE SEEN UNDER A SHED IN THE MIDDLE DISTANCE.)



2. PROBABLY HENLEY-ON-THAMES, ALTHOUGH INSCRIBED "MAIDENHEAD FROM THE BRIDGE": AN EXAMPLE OF ROWLANDSON'S INTEREST IN NATURE—AN ASPECT OF HIS WORK GENERALLY OVERSHADOWED BY HIS POWERS AS A SATIRIST.

that it is worth while emphasising a characteristic of a certain portion of his work which easily escapes notice. Criticism in the past—and especially during the nineteenth century—drew attention to his powers as a satirist to the exclusion of his interest in nature for her own sake. It was not unreasonable. Rowlandson was before all things a social animal, by nature a good mixer, by choice a pungent commentator upon the follies of mankind, assuming easily enough the mantle of Hogarth, but without that great man's moral purpose. To my mind, the nineteenth century erred in its estimate of both men: it praised Hogarth's illustrated stories ("The Industrious Apprentice" series, etc.) and disregarded his wonderful portraits (for example, the Captain Coram of the Foundling Hospital, and "David Garrick and his Wife," belonging to H.M. the King); so it talked a great deal of Rowlandson's innumerable drawings and prints, in which peers and prostitutes, clerics and laity, sobersides and drunkards combine to provide an inimitable panorama of late eighteenth-century manners and morals—far more vivid than that presented by a thousand pretty portraits of the Royal Academy—and forgot to mention that this urban worldling could on occasion lean over a gate in the country, as it were, watch the turnips grow, and let fall a profound remark from time to time on the upbringing of pigs, and at the same time look upon his surroundings with a painter's and a poet's eye; so that he actually touches the emotions. No, he's not a romantic; he plays no special tricks with light and shade, and he keeps strictly within his well-tried

collection of Major L. M. E. Dent. Naturally, a considerable reduction in size means the loss of much detail, but I think they bear out the argument pretty well. What one cannot show to advantage in the space available is a false and a true signature on one and the same drawing (Fig. 1). Anyone who has had a number of Rowlandson drawings through his hands will be familiar with feeble attempts at imitation of the artist's vigorous signature. In this case the signature on the



3. "THE MARKET CART"—BY ROWLANDSON: AN INSTANCE OF THE ARTIST IN AN UNFAMILIAR RÔLE: THAT OF THE PASTORAL POET SINGING SWEETLY OF THE ENGLISH COUNTRYSIDE.

Reproductions from drawings in the collection of Major L. M. E. Dent, D.S.O.

Old Time Uniforms



Grenadier Guards
1815



Coldstream Guards
1832



Yeoman of the Guard



Scots Guards 1822



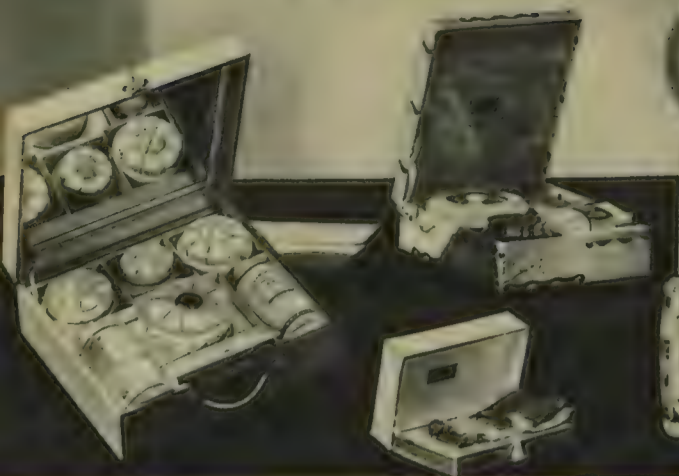
Gentleman at Arms

Dresden porcelain figures showing the old-time uniforms of the Guards. Designed by the late Major Wymer exclusively for Fortnum & Mason. Figures approximately 11 in. high 70/- each. 72/6 (carriage paid)

Fortnum & Mason

THE GIFT DEPARTMENT
PICCADILLY LONDON W1 REGENT 8040

CHRISTMAS GIFTS



It is at this season of goodwill that everyone accords an enthusiastic welcome to a gift that is entirely British, and about which, though it is wondrously modern, there is an old-world atmosphere. Yardley's Lavender, the lovable fragrance, is known and valued in all quarters of the globe, and in far Baghdad it is offered to English visitors instead of the well-nigh ubiquitous rose-water. Illustrated is a gift box for a man; it contains a bowl of shaving-soap, invisible talc powder, solid brillantines, and toilet soap. On the extreme left is a much-to-be-desired beauty box with everything to preserve and enhance the loveliness of the skin. Also portrayed is a bottle of April Violets perfume in a case, also a large bottle of Lavender: these Yardley specialties are sold practically everywhere, and at 33, Old Bond Street.



Gaily-decorated Christmas packings are again a feature which the manufacturers of the famous Player's Navy Cut cigarettes offer to smokers for the coming Christmas season. Printed with an appropriate greeting, these packings supply solutions to the gift problem, and having address space they can be dropped into the post with just the addition of the recipient's name and address. They contain "Medium" or "Mild" blend, plain or cork-tipped as preferred. For smokers who prefer the ordinary "twenty" packets there are postal cartons containing five packets of twenty for 4/9½. Player's "Weights" in Christmas cartons containing four packets of fifteen for 2/- are an inexpensive yet welcome gift. Player's "Gold Leaf" decorated tins of fifty for 2/11 are just right where a higher grade cigarette is required.



All in quest of gifts for men must most assuredly visit an Austin Reed shop. A slight idea of the variety may be gleaned from the pictures on the left. There is the fitted toilet-case with sliding fastener; it fits into the back of a suitcase and is five guineas. The tie-case in soft leather really does hold ties—they do not slip out at the ends. The pigskin document-case has two compartments and a sliding fastening. Admirable for air travel is the suitcase with round corners and a single sliding fastener all the way round.



A gift that is always treasured is a Swan pen with the big ink capacity. They are made of non-break material throughout, and are all guaranteed without a time-limit. There are "Fyne-Poynt" pencils to match. A point that is very well worth remembering is that they are entirely made in the British Isles.

All who want to give their cocktails a pleasantly unusual "twist" this Christmas should use Lillet. It is among France's favourite aperitifs. Lillet derives the clear-cut freshness of its flavour from the fact that it is a pure distillation of grapes to which has been added aromatic herbs possessing a distinct tonic value. A special cocktail composed of one-third gin, two-thirds Lillet, and a few dashes of orange bitters served well iced, is really delicious at Christmas.

In a country where good wine is the *sine qua non* of good hospitality, and champagne is the ultimate tribute from host to guest, the name of Lanson has been famous for longer than living memory. It is a matter for congratulation that the year 1928 has provided a vintage which will not only add to the reputation of its makers, but will also accord with the distinction of the wonderful Coronation Year.



"SCOTCH"

STANDS FOR



SPEY ROYAL

GILBEY'S

TEN-YEAR-OLD WHISKY

CHRISTMAS GIFTS

—THE ILLUSTRATED LONDON
NEWS—Nov. 27, 1937



Father Christmas, in his sleigh drawn by graceful reindeer, wishes everyone a Happy Christmas and New Year, and, as usual, in these pages draws attention to ever welcome, beautiful, and practical gifts. There are toys of every kind at Marshall and Snelgrove's, Oxford Street, as well as games. There are cakes, too, including the one above containing a thousand golden wishes, the tiered banquet cake, and the one on which is portrayed a Swiss scene. Again well represented are the centre-pieces surrounded with crackers. Father Christmas is seen emerging from a high chimney.

The artistic merits of Carr's (of Carlisle) special tins of biscuits for Christmas have no rivals to fear, unless it be the superiority of the contents. They are perfectly delicious, and there is something which will make an appeal to every palate. There are crisp short-breads, chocolate biscuits, and many things for the Christmas cocktail-party.



A note must be made of the fact that Peek Frean are making perfectly delicious Santa Claus Plum Puddings; they cannot fail to appeal to the gourmet. They are in white china basins, and range in price from 1/10 to 5/9. Cheeselets in large round enamelled tins are 2/6, and are excellent stand-bys throughout the Christmas holidays. Again, savoury patties in special tins are the same price. Furthermore, there is an infinite variety of shortbreads and sweet biscuits, including the "Playbox" tin for children.

No one can cavil at the statement that there is no more welcome gift than several bottles of that fine old Highland whisky "Stand Fast," the product of William Grant and Sons, sole proprietors of the Glenfiddich and Balvenie-Glenlivet Distilleries. Special gift cases containing one, two, three or six bottles are obtainable, each a delightful present wherever a really excellent Scotch whisky is appreciated. If any difficulty is experienced, write to Grant's, Dufftown, Scotland, who will arrange for supplies at once.



Presents of little cost but of great value are Schweppes' sparkling Fruit Juices. Sparkling Lime is a clear, aerated fruit drink prepared from the finest West Indian limes. It can be served cold by itself, or mixed with gin. There is also Ginger Ale and Tonic Water; the latter is clean to the palate and an excellent pick-me-up. The Green Ginger Wine is warming.

Nothing, surely, could be more ideal than Grant's Morella Cherry Brandy for party entertaining or Christmas gifts. Its perfect quality is familiar to all who know a good liqueur, and its excellent reputation extends over a century. Full particulars of the special Grant's gift hampers can be obtained from the local wine merchant, or direct from Thos. Grant and Sons, Ltd., Maidstone, Kent.



This England . . .



In the Wye Valley

HOW does this England cheat us into loving her, despite her harsher disciplines. Flood, chill and tempest; fallen chimney pots and drenching grass, fog-bound streets and glassy roads—we groan under them. And on a sudden moment she gives us storm-wracked clouds mirror'd on a swoln stream, blue-layered mist of evening against the dusky hills, the smell of wet earth and fires of wood, to catch us up again in love. Disciplined we must be or our own green land would be a desert; it is from the fields and the beasts of the fields that come our greatest comforts—from the warm coat upon your back to the golden Worthington that gives you heart for the storms of to-morrow.





What could make a more welcome gift than one of the new Christmas Greetings boxes of the ever popular Craven "A" cigarettes? Everyone appreciates their fine quality. The packings are smart and colourful—brilliant red with a gold band, and a sprig of holly on the front and mistletoe on the back. There are sizes to suit all pockets—including the usual Craven "A" packs from twenty-fives upwards.

There is really no more acceptable Christmas or New Year Gift than a specially decorated case of "Black & White" or "Buchanan's Liqueur," containing two, three, six, or twelve bottles. These perfect blends are the very spirit of hospitality and good cheer. Nowadays whisky is regarded almost as a national drink, and there are few tables from John o' Groats to Land's End on which these famous whiskies do not occupy a prominent position.

Excellent advice is to express the Christmas and New Year's greetings with "De Reszke" cigarettes. A large cigarette is the "De Reszke Major"; there is also the "De Reszke Cork," with a pure wool filter-tip. They are fifty for half a crown, in decorated card covers ready for the post. The ten-minute smoke for intelligent folk is "Mine's a Minor"; sixty of these in a flat tin cost two shillings.

The younger or modern generation is as enthusiastic regarding De Kuyper's Cherry Brandy as the older; there is something about it which makes a direct appeal to both. As it is a luxury, it makes a more than usually appreciated Yuletide offering. It emanates cordiality—the very spirit of Christmas. Therefore what more pleasing gift possible than a bottle or, it may be, more. It is warming and exhilarating on frosty mornings or chilly nights. By the way, it has passed the censorship of the most critical of all people.

"Drambuie," or, as it is sometimes called, "Prince Charlie's Liqueur," has behind it a very ancient history. It was brought from France in 1745 by a French attendant on Prince Charles Edward. For 175 years the secret of its preparation remained in one family. It was so precious in those days that it was only passed round once at the end of a banquet. Since the '45 it has always held a post of honour.

Nothing is more certain to please than a gift of State Express cigarettes, which for nearly half a century have been recognised by smokers everywhere as really delightful to smoke. Again this year they are available for presentation in a varied selection of caskets and cabinets; with prices ranging from 2s. 6d. to 68s., an appropriate and pleasing gift can be found to suit men and women.





*Arlington Row, Bibury. A Cotswold village beside a clear trout stream—the River Colne—with a reputation as ‘surely the most beautiful village in England.’ The cottages forming Arlington Row are in true Cotswold style and are preserved by the National Trust.
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This day for ever commemorates the hero's loyalty and virtue.
May the spirit of Ch'ü Yuan be fully consoled!*

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THE PLAYHOUSES.

"THE SILENT KNIGHT," AT THE ST. JAMES'S.

THE scenery and costumes by Messrs. Otto Niedermoser and G. K. Benda are a joy to the eye, but Mr. Humbert Wolfe's couplets are not all so pleasing to the ear. Such lines as "If he's still dumb you'll catch it—In the neck, with a headsman's hatchet," are too suggestive of a pantomime to be worthy of the St. James's Theatre. The play itself is a tedious affair. It might make an effective ballet, but as a romantic comedy it leaves much to be desired. The story tells of a dashing Hungarian nobleman who craved a kiss from a lady; she yielded him one on the condition that he remained silent for three years. A year later, the Silent Knight having become a great general, her king ordered her to persuade him to break his vow, under penalty of death. Mr. Ralph Richardson looked picturesque in the earlier scenes, but his miming was not so well done. Miss Diana Wynyard, though she had difficulty in handling the long trains of the period (1476), looked lovely as the heroine.

"THINK OF A NUMBER," AT THE COMEDY.

Mr. Douglas Byng, the cabaret comedian, has chosen to make his début on the "legitimate" stage in a farce that seems strangely old-fashioned. The hero, in danger of losing a legacy if he goes bankrupt, dodges the bailiffs by the simple expedient of changing the number on the door of his flat. Unfortunately for him, the next-door flat, which he believed empty, is occupied by an American gangster suffering from a nervous breakdown and in constant danger of being "bumped off" by rival crooks. Naturally (or should one say theatrically?), the hero is mistaken for this gangster. His embarrassment is added to by the arrival of the gangster's stepdaughter, who sits on his knee and behaves more as if she were eleven years of age than Miss Winifred Shotter. Miss Shotter realises that farce must be played in deadly earnest, and, consequently, she scores considerably. Mr. Douglas Byng has not yet grasped the fact that your funny man must be as o'erwhelmed with woe as Hamlet. He should study the methods of Mr. Robertson Hare, whose brow is always creased with anguish. Yet his performance is a success, and in the third act, particularly, he kept the audience in fits of laughter.

"MOURNING BECOMES ELECTRA," AT THE WESTMINSTER.

It is unlikely that Mr. Eugene O'Neill's tragedy will achieve the success it had in New York, where it ran for a year, but it will be a disgrace to London playgoers if it does not run for months. It is a grim drama, unrelieved by one touch of comedy, but it holds the interest all the time. It is a version of the Greek tragedy of Orestes and Electra, modernised to the period of the American Civil War. Agamemnon in this case is a Southern general who is poisoned by his wife. His daughter adored her father, and persuades her brother to shoot her mother's lover. The mother commits suicide, and later, the son, driven mad by remorse, kills himself. The play is superbly acted. Miss Beatrix Lehmann excels as the daughter, Mr. Robert Harris is extremely good as the son, and Miss Laura Cowie gives a memorable performance as the wife.

SHIPS—THEIR ORIGIN AND DEVELOPMENT.—(Continued from page 956.)

position, the number which ran off measures exactly the number of nautical miles per hour of the ship's speed. A ship's speed is, in fact, still described as so many knots, although the log-ship has long been displaced by the patent log and by other means of measuring distance. The patent log is simply a cylindrical body with blades set on it at a slightly oblique angle, so that it is forced to turn round when dragged through the water. This rotor is trailed behind the ship at the far end of a cord, the near end of which is attached to a revolution counter. The number of revolutions measures the distance travelled.

The Navigator's Instruments.

For voyages in which the ships are for a long time out of sight of land, it is necessary to navigate by taking sights—that is, measuring the angular elevation of the sun, moon or stars. All the points on the earth at which the sun has the same elevation lie on a circle the centre of which is the point on the earth at which the sun is right overhead. If the position on the earth of this subsolar point is known, and an elevation of the sun has been taken, the navigator can then draw the circle on the globe, and know that he is somewhere on it.

During twenty-four hours, the subsolar point moves once round the earth along a circle of latitude. At midday, Greenwich time, the subsolar point is on the Greenwich meridian. At 3 p.m. it is on the meridian 90 degrees West of Greenwich. Hence, by noting the Greenwich time of the observation, one can tell the meridian in which the subsolar point is situated. The latitude of the subsolar point varies with the time of year: at midsummer it is 23 degrees North of the equator; at midwinter it is 23 degrees South. Its latitude throughout the year is tabulated in the "Nautical Almanac." Using a sextant (Fig. 9), clock, and "Nautical Almanac," therefore, a navigator can find a circle, or position line as it is called, somewhere on which his ship must be situated. If he can take the elevation of two heavenly bodies, say two stars, he can place two position lines on the chart. Since his ship is situated on each of these lines, the exact position is the point where they cross.

NEW DISCOVERIES AT LACHISH.—(Continued from page 944.)

discovery this season of a carefully constructed road, which passes southwards down the valley, west of the Tell. Eusebius, in the Onomasticon, states that "Lakeis" lies at the seventh milestone (i.e., a full six miles) from Eleutheropolis (Beit Jibrin) in the direction of the southern district of Daroma. Now that the line of this ancient highway, long buried under the alluvium of the valley, has been traced, it strengthens the identification of Tell Duweir with Lachish, based on the literary evidence of the Letters found in 1935.

The most interesting inscription of the late Judæan period, found this year, is on a finely polished seal of banded quartz, which bears the name of its owner, Shifatyahu, son of Asyahu, with two Egyptian emblems above (Fig. 14, centre). To extend the view of the beginnings of alphabetic writing in Palestine, there is now an example of a pictographic script a thousand years earlier than this seal and 350 years earlier than the Duweir Ewer (*The Illustrated London News*, Aug. 10, 1935, page 240). Four signs were found on the blade of a copper dagger (Figs. 19 and 20), which was being chemically treated in the laboratories of the Palestine Museum, Jerusalem. This dagger belongs to a group of objects associated with an intact burial of the Hyksos period, and cannot be later than 1600 B.C. The writing has affinities with the script found at Serabit el Khadem in Sinai, and adds weight to the theory that these much-discussed inscriptions may be assigned to the Hyksos period. Another season in the field has added to the Expedition's sense of obligation to the Palestine Government, through the Director of the Department of Antiquities, Mr. E. T. Richmond, who has recently retired, and deepened its gratitude to the Trustees of the late Sir Henry Wellcome, who have maintained his interest in archaeological and geological research in conjunction with Sir Charles Marston and Sir Robert Mond.

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BOOKS OF THE DAY.

(Continued from page 958.)

for leading the people out of the wilderness of the economic depression." At Hollywood, the author, among other things, "inspected Charlie Chaplin's bowler hat and tattered sack-like suit," and had a love-affair which ended in disillusion.

There is something very engaging about Sir Anthony's modest and self-derisive attitude towards his own work. "At one time," he writes, "this book was much longer than it is now, and smacked suspiciously of autobiography. . . . Certainly there is no excuse for a young man of twenty-four to write a book even faintly autobiographical in character, unless he has lived a hazardous

life or put himself in a position where he can claim to Speak For His Generation (neither of which I have done). Consequently, after reading the manuscript, I bought a blue pencil and liquidated the offending pages."

At first I was a little puzzled by the book's title, being uncertain whether it referred to the scarcity of sportsmen, gangsters, or warlike operations. As it turns out, the third guess is right; for in the concluding chapter we read: "The people of Canada and the United States can go to sleep at night without making sure that their gas-masks are hung up in their cupboards and without feeling that their homes may soon be blown to pieces. . . .

True, both countries are re-arming, and war scares are seldom absent from their papers. . . . Nevertheless, the continent of North America is not in danger of direct attack. . . . Its people can laugh without feeling that they should be serious, make merry because they want to and not because they are aware that to-morrow they may die. The pageantry of the [North American] Continent, its demagogues and political conventions and quintuplet parades and Zionchecks and strip-tease acts, fits easily into the scheme of things; and because it does so solemnity seems out of place. Vital decisions on social matters can wait. In North America, in the land where seldom a gun is heard, you can sit on the fence, and, almost, feel comfortable."

Nowadays readers fond of biography have no cause to be "gravelled for lack of matter." Not counting foreign personages, my waiting list includes ten stout tomes reviving British characters, who, with one exception, must have figured in back numbers of the D.N.B. All these books are illustrated, and a glance through them suggests abundance of interest. I shall hope later to come to grips with them.

Meantime—to avoid invidious distinctions—in reverse chronological order (more or less); that is, from modern back to ancient times—here are their names: "DON ROBERTO." The Life of R. B. Cunninghame

Graham. By A. F. Tschiffely (Heinemann; 15s.); "GEORGE DU MAURIER AND OTHERS." By C. C. Hoyer Millar (Cassell; 10s. 6d.); "ELIZABETH FRY." Quaker Heroine. By Janet Whitney (Harrap; 12s. 6d.); "CLAVERTON." By



THE "MASTERPIECE OF THE WEEK" (BEGINNING NOVEMBER 25) AT THE VICTORIA AND ALBERT MUSEUM: A PLATE (ONE OF A SERVICE) PAINTED BY NICOLA PELLIPARIO AT CASTEL DURANTE FOR ISABELLA D'ESTE, WIFE OF GIANFRANCESCO GONZAGA, MARQUIS OF MANTUA.

Early in the sixteenth century, the maiolica, or enamelled earthenware, made in Italy, was decorated in a new style, and scenes from legend or history were painted on pottery with an elaboration of detail more appropriate to an easel-picture. This plate bears the impaled arms of the two families, and mottoes and devices personal to Isabella. The figures illustrate the history of Hippolytus and Phaedra.



PRESENTED TO H.M. THE KING OF THE BELGIANS BY THE CITY CORPORATION: A GOLD CASKET BEARING THE CITY ARMS, THE BELGIAN ROYAL ARMS, AND A VIEW OF GUILDHALL IN FINE ENAMEL.

On November 17, the King of the Belgians, accompanied by the Duke of Kent, drove to Guildhall to receive an address of welcome from the City of London Corporation. After this had been read by the Recorder of London, Judge Gerald Dodson, it was placed in a gold casket and presented to the King. This casket is of 18-carat gold and was made by Mappin and Webb. It is mounted on an onyx plinth and bears the City Arms, Belgian Royal Arms, and a view of Guildhall in fine enamel.

Gordon Daviot (Collins; 15s.); "JOHN BUNYAN." Maker of Myths. By Jack Lindsay (Methuen; 10s. 6d.); "OLIVER CROMWELL." The Conservative Dictator. By Maurice Ashley (Cape; 12s. 6d.); "JEFFREYS OF 'THE BLOODY ASSIZES.'" By Seymour Schofield (Thornton Butterworth; 15s.); "THE LAST ELIZABETHAN." Sir John Coke, 1563-1644. By Dorothea Coke (Murray; 15s.); "JOHN KNOX." By Lord Eustace Percy (Hodder and Stoughton; 20s.); and "BOADICEA." Warrior Queen of the Britons. By Lewis Spence (Robert Hale; 12s. 6d.). I have only just discovered that this article mentions thirteen books—an unlucky number! So I add two more memoirs, those of a great woman novelist and a great poet's sister—"JANE AUSTEN." Study for a Portrait. By Beatrice Kean Seymour (Michael Joseph; 8s. 6d.); and "FANNY KEATS." By Marie Adami (Murray; 10s. 6d.). Another fifteen books off the dead man's chest. Yo, ho, ho! C. E. B.

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THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

ROAD users will welcome an invention which was on view for the first time at the Commercial Motor Transport Exhibition at Earl's Court. It is a plate carried at the rear end of a Guy parcel-van, which distinctly and clearly shows the intentions of the driver to following traffic. The plate carries the words "stopping," "braking," and "turning," which are illuminated according to the driver's intention. The word "turning" is illuminated in conjunction with directional arrows which operate to the same effect as the ordinary direction-indicators. But being placed at the rear of the van, this sign is much more prominent. As soon as the driver touches the foot-brake pedal, the word "braking" becomes illuminated, and when depression of the pedal is continued beyond a certain point the illumination is transferred to the word "stopping."



LINED WITH SKINS FROM LEOPARDS SHOT BY ITS OWNER: PRINCE PRAJAP SINGH OF BARODA'S "PHANTOM III," ROLLS-ROYCE WITH WINDOVER BODY.

Speaking of his invention, Mr. Sidney S. Guy, managing director of Guy Motors, Ltd., said: "We do not claim that these signals replace those approved by the Ministry of Transport, but we feel that they will be of considerable value to road users generally, and will help to improve the safety factor." And I fancy motorists will agree with him. At any rate, there is in these signals no ambiguity, which has been urged against the red "stop" light fitted on most vehicles. One may admit that there is more space for signals of this type on a van than on a private car, but motorists would be glad to have them on their vehicles, especially if one could persuade the Law Courts to agree that these could be used instead of hand-waving, which is often unobserved.

It is the little things that count in motoring nowadays, since the mechanism gives so little trouble to owners, as long as they devote a little care to the working parts occasionally. For instance, it is pointed out by the Daimler Co., Ltd., that the reservoir on all models fitted with automatic lubricators should always be kept topped-up. If these reservoirs run dry, air is pumped into the system, causing air-locks and preventing oil from reaching essential points when the reservoir is refilled, and consequently causing a stiffening-up of the moving parts. If the reservoir has been allowed to run dry, it is advisable to bleed the system by removing each point separately. A simple adaptor may be made up to take a nipple and fitted to the

delivery line from the lubricator, then an oil-gun may be used, filled with clean engine oil. Great care must be taken to ensure that no dirt is forced into the system. Then, if you have an Armstrong-Siddeley with a



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Wilson pre-selector gear-box, do not forget that the oil-pump is driven from the primary shaft in the gear-box, and consequently does not function unless one of the gears is in engagement. So, if you have to have the car towed any distance, it is necessary to pre-select the top gear and push down the pedal its full distance of travel to put the gear in operation before the towing begins. Failure to observe these precautions may result in grave damage to the gear-box. By the way, this Armstrong-Siddeley gear-box is fitted to Captain Eyston's record-making car, which did twelve hours' record at 163.6 m.p.h. at Bonneville Salt Flats, Utah, U.S.A. Captain Eyston, on his monster car Thunderbolt, has also broken the world's record at an average speed of 312.20 m.p.h. for the kilometre, and at 311.42 m.p.h. for the one mile, both with flying start.

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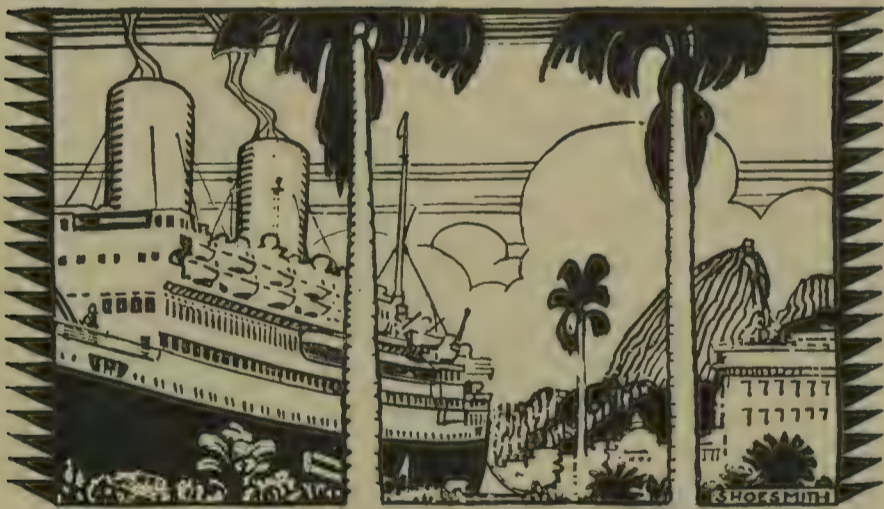
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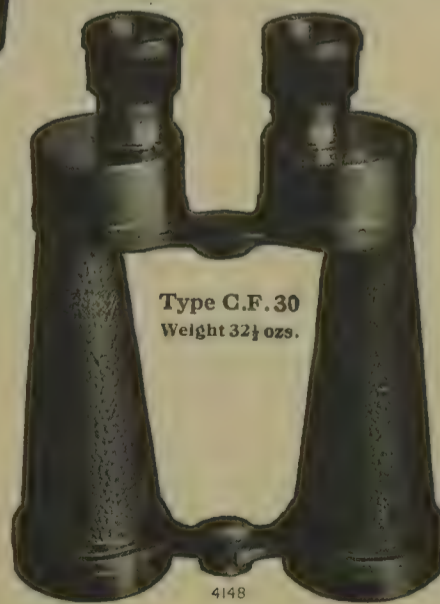
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THE ROYAL PHOTOGRAPHIC SOCIETY'S MIGRATION.

PHOTOGRAPHY plays an extraordinarily important part in the world to-day, and yet a hundred years ago it was but coming into existence. It had long been known that compounds of silver became darkened when exposed to light and a lens had been used with the camera obscura as early as the sixteenth century, but not until the early nineteenth century did it become possible to put these things to practical use. Then came the work of Wedgwood and Davy, of Niepce, Daguerre, and Fox Talbot, as a result of which it became possible to prepare silver salts in a sensitive state and to render a photographic image permanent by fixation.

In 1835, the famous photograph of a window in Laycock Abbey was taken by Fox Talbot. With his calotype process, Fox Talbot brought exposures down from a matter of hours to one of minutes or less.

What a difference to-day! Cameras are now available with lenses working at enormous apertures, and plates, films and film-packs are so highly sensitive as to make exposures possible in 100,000th part of a second! Photography has now become the hobby of millions of people, and it has the great merit of being inexhaustible in variety and interest. It goes hand in hand with other hobbies, and with many aspects and activities of modern life. It has, in fact, a greater number of devotees among all classes of the community than any other hobby.

But photography supplies the world with far more than entertainment. It is a recording medium of the greatest importance. It has long been the handmaid of science, and to-day is of increasing value in industry and business. On a one-hundred-foot roll of 16 mm. film, no bigger than the palm of one's hand, two thousand cheques can be photographed for banking purposes. Such records can be made either to retain the necessary information when cheques are returned to customers, or to transmit the actual photographs of a day's transactions to a clearing-house. In many metallurgical works it is now the practice to make routine photo-micrographs

of samples from each ingot of metal cast, as well as of the surfaces of heat-treated parts.

Although X-rays can be seen on a fluorescent screen, a photographic record (or radiograph) is much more useful. By the use of high-voltage electricity of 200,000 volts or more, it is possible to penetrate

many inches into metal. In the construction of an aeroplane, for example, it is possible to inspect all the castings, on which the safety of the machine and its personnel may depend. Photography not only ensures in this way the safety of the airman, but also supplies him with his chief instrument for recording, so that surveys of all kinds are made conveniently and speedily by the use of aerial cameras. In warfare, too, air photographs are of the utmost value in providing essential information concerning the positions and movements of enemy forces.

Photography meets us at every turn: thousands of photographs pour into the offices of *The Illustrated London News* every week. Each illustration selected for publication goes through several photographic processes before the image of the original picture is ready for printing. To astronomers, archaeologists, the medical profession, explorers, educationists, research departments, advertisers, and the motion-picture industry, among thousands of other activities, photography is indispensable.

For the advancement of photography during the last eighty-four years much credit is due to the efforts of the Royal Photographic Society, which has fostered the science by all the means at its disposal. It has provided a platform for the impartial discussion of all matters of interest to photographers and has recorded important lectures and papers in its *Journal*. The library is believed to be the most comprehensive single collection of works on photography in existence, and the Society's Annual Exhibition enjoys world-wide renown.

The lease of the R.P.S. headquarters at 35, Russell Square will soon expire, as the site is reserved for the London University building scheme. The Society will consequently have to move into new quarters, and it is hoped to acquire more spacious and adequate premises at 16, Prince's Gate, South Kensington. The Council, whose resources are not unlimited, therefore appeals to all who use photography in any way to assist by sending contributions addressed to the Hon. Treasurer, Sir Robert Mond, M.A., LL.D., at 35, Russell Square, London, W.C.1, and marked "Building Fund." A minimum of £50,000 is needed.



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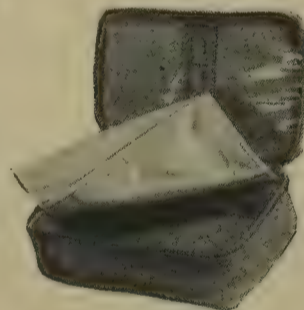
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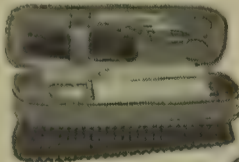
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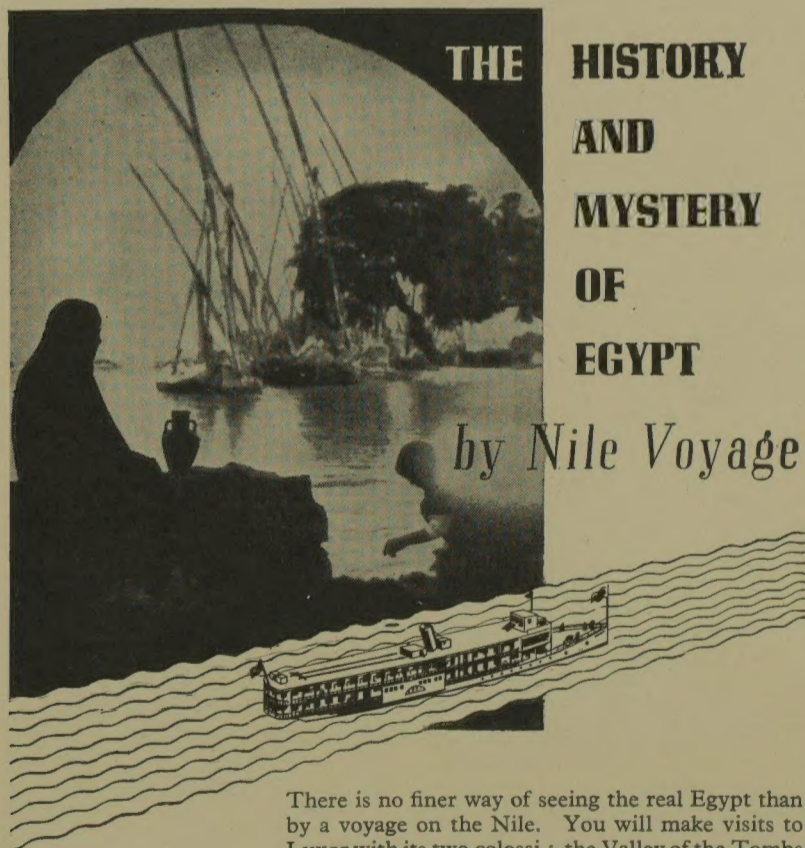
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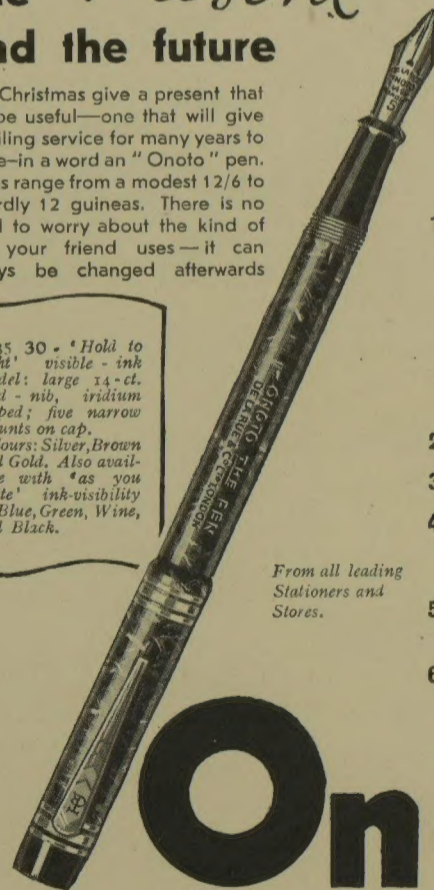
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NOT 1929.

FIRST of all, let us get it out of our heads that the world is faced, as so many earnest soothsayers have been telling us, with any possibility of a repetition of the experiences of 1929 to 1932. This dismal prospect has become a quite popular theme, and if its prophets go on working at their present rate, they may almost succeed in persuading the public to behave in such a way as to prove them finally right. But the facts of the position are so strongly against them that complete success is beyond their reach. Let us look at some of these facts. And first in America. For as has had to be said so often, America is now so important as a great consumer of materials of all kinds that serious recession there would have a devastatingly wide effect on the prices of commodities, on which the progress of world recovery so largely depends. Well, the position in America was summarised by Mr. Roosevelt, with all the information of his officials and his "Brain Trust" behind him, in that Message to Congress which so sorely disappointed the Wall Street market.

MR. ROOSEVELT'S DIAGNOSIS.

After admitting frankly that since Congress adjourned in August, there had been a marked recession in industrial production and purchases, following a steady advance for more than four years, he denied that the decline had assumed serious proportions, and went on to show the fundamental differences between the present situation and that of 1929. "The banking system," he said, as reported in *The Times*, "is not over-extended. Interest rates are lower. Inventories"—i.e., stocks of goods in the hands of manufacturers, merchants and shopkeepers—"are not dangerously large. We are no longer over-extended in new construction or capital equipment. Speculation requiring liquidation does not overhang our markets." In fact, the President might have put the case against slump, as applied to his own country, very much more strongly. For, as everyone knows, the need for house-building on a great scale is as urgent there as it was here some four years ago; and he has promised a further Message to set forth means for securing it. Moreover,

the railroads and utility companies have been prevented from spending money on much-needed equipment—the railroads by inadequate freight-rates, a matter which is likely to be amended shortly, and the utility companies by that ill-considered undistributed profits tax, which imposes extra taxation on companies which use their profits for development purposes, instead of paying them out to share-holders.

WHAT HAPPENED IN '29.

But the most important cause of the 1929 débâcle was the sudden cessation of international lending. In the period of after-war recovery, which made quite satisfactory progress between 1922 and 1928, the United States were pouring money out all over the world in the form of loans to any Government or municipality that could be persuaded to borrow. Being the creditor of all the world, and being unwilling to take payment on debts in the only sound method—by the purchase of goods and services—America preferred to enable her debtors to meet their obligations by lending them more money, a process which could only lead to disaster and duly did so. Having indulged recklessly in this short-sighted policy, she then proceeded suddenly to turn off the tap, preferring to keep her money at home to finance a wild gamble in her own securities. Consequently, the borrowing countries were obliged, in order to meet their liabilities, to sell their products, which were chiefly primary commodities—foodstuffs and materials—at any price that they would fetch, and so that tumble in commodity prices began which inflicted loss and often ruin on farmers and other producers, cut down their buying power, and so reduced their demand for manufactured articles causing unemployment and distress in the industrial countries, still further reducing their demand for foodstuffs and materials, and so setting the wheel of the vicious circle spinning furiously.

THEN AND NOW.

To-day, the story is all quite otherwise. International lending, apart from a few small exceptional items, has been virtually suspended ever since the late crisis began; and international trade has been almost on a cash basis, except in so far as it has been financed by short credits—in the provision of which our Export Credits Guarantee department has done valuable work. There is no question of the sudden

turning off of a tap, because no tap pouring out long-dated loans has been running. Moreover, the recovery in the prices of commodities has been sufficient—and is so still, in spite of the recent set-back—to bring timely prosperity to the primary producing countries, while this world-wide rearmament race, wasteful as it is in many ways, ensures a strong demand for metals and materials for some time to come. At the same time, the primary producers learnt, during the depression, lessons in the art of control of production that they are ready to apply, in the case of any considerable falling-off in demand. International trade is thus, in many ways, in a much cleaner and sounder position than it was in 1929, and able to deal with any moderate recession without falling into the mire of another world-wide slump.

THE HOME MARKET.

It has not, of course, been possible for our home industries to escape altogether the infection of the America recession. The relapse in commodity prices which it has caused, though relieving industry of some of its fear about rising costs of production, has inclined manufacturers to be chary about purchasing materials and expanding production, because they naturally wait to see how far the fall in commodities is likely to go. In the meantime, however, thanks to higher wages and the better spread of employment, the demand on the part of consumers for goods and services continues steadily; and this demand is the ultimate foundation of all business prosperity. If, as there is good reason to hope, it is well-maintained, manufacturers will, before long, be obliged to resume purchases of materials, stimulating the purchasing power of the primary producing countries and enabling our export trade to continue the expansion which it has so successfully achieved, in spite of all the obstacles which economic nationalism and the unstable condition of international politics have put in its way. And now there is new hope for the sorely battered business world, in the shape of this Anglo-American agreement, which has been talked about behind the scenes so long and has at last got to the stage of being acknowledged as a possibility by the Governments concerned. This stage would never have been reached unless all preliminary difficulties had been settled; and the effects of such an agreement must be of incalculable benefit to industry and to the investors who support it.

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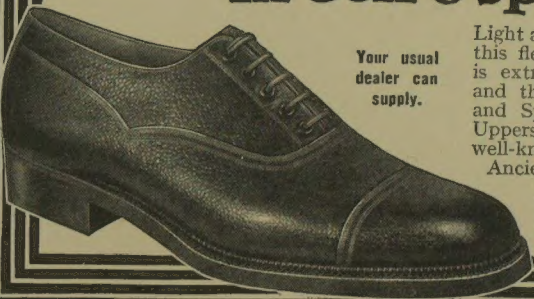
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